Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Infrastructure Operations Committee will be held on:

Date:	**Thursday 4 September 2025**
Time:	**9:30 am**
Meeting Room:	**Council Chamber**
Venue:	**Municipal Building, Garden Place, Hamilton**

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee
Te Komiti Tuaapapa me ngaa Waka nga
OPEN AGENDA

Membership		
Chairperson ***Heamana***	Deputy Mayor Angela O'Leary	
Deputy Chairperson ***Heamana Tuarua***	Cr Tim Macindoe	
Members	Mayor Paula Southgate Cr Moko Tauariki Cr Ewan Wilson Cr Louise Hutt Cr Kesh Naidoo-Rauf Cr Andrew Bydder Maangai Norm Hill	Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike Cr Maria Huata Cr Anna Casey-Cox Cr Maxine van Oosten
Quorum:	**A majority of members (including vacancies)**	
Meeting Frequency:	**Two Monthly**	

Amy Viggers
Mana Whakahaere
Governance Lead
26 August 2025

Telephone: 07 838 6699
Amy.Viggers@hcc.govt.nz
www.hamilton.govt.nz

Purpose

The Infrastructure and Transport Committee is responsible for:

1. The execution of Council's infrastructure and operational plans and strategies across Infrastructure asset classes.
2. To monitor and approve contracts relating to core infrastructure and provision of services.
3. Guiding and monitoring the provision of core infrastructure and services in particular relating to transport (including but not limited to public transport and cycleways), 3 waters (water, wastewater, stormwater) and waste management, to meet the current and future needs of the city and to enhance the wellbeing of its communities.
4. Facilitating community and stakeholder involvement and discussion on core infrastructure provision and services.
5. Guiding discussion and implementation of innovative core infrastructure and service provision solutions.
6. To ensure that all infrastructure networks and service provisions are legally compliant and operate within resource consent limits.

In addition to the common delegations on page 10, the infrastructure and Transport Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

7. To provide direction on strategic priorities and resourcing for core infrastructure aligned to city development and oversight of operational projects and services associated with those activities.
8. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
9. To receive and consider presentations and reports from stakeholders, government departments, organisations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
10. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for joint infrastructure and shared services (for example Regional Transport Committee).

The Committee is delegated the following powers to act:

- Approval of capital expenditure within the Long Term Plan or Annual Plan that exceeds the Chief Executive's delegation, excluding expenditure which:
    a) contravenes the Council's Financial Strategy; or
    b) significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
    c) impacts Council policy or practice, in which case the delegation is recommendatory only and the Committee may make a recommendation to the Council for approval.
- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.

- Approval of purchase or disposal of land for core infrastructure for works and other purposes within this Committee's area of responsibility that exceed the Chief Executives delegation and is in accordance with the Annual Plan or Long Term Plan.

The Committee is delegated the following recommendatory powers:

- Approval of additional borrowing to Finance and Monitoring Committee.
- The Committee may make recommendations to Council and other Committees.

Recommendatory Oversight of Strategies:

- Access Hamilton
- Waste Management and Minimisation Plan
- Speed Management Plan
- Hamilton Biking Plan 2015-45

Recommendatory Oversight of Policies and Bylaws:

- *Three Waters Connections Policy*
- *Dangerous and Insanitary Buildings Policy*
- *Hamilton Parking Policy*
- *Streetscape Beautification and Verge Maintenance Policy*
- *Gateways Policy*
- *Traffic Bylaw*
- *Waste Management and Minimisation Bylaw*
- *Stormwater Bylaw*
- *Trade Waste and Wastewater Bylaw*
- *Water Supply Bylaw*

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaanga*

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4 Public Forum – *Aatea koorero*

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for five minutes or longer at the discretion of the Chair.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Council Chamber prior to the start of the Meeting. A member of the Council Governance Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6699.

Item 5

Council Report

Committee: Infrastructure and Transport Committee

Date: 04 September 2025

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Committee Open Minutes 24 July 2025

Report Status	*Open*

Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure and Transport Committee confirms the Open Minutes of the Infrastructure and Transport Committee Meeting held on 24 July 2025 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Confirmation of the Infrastructure and Transport Committee Open Minutes 24 July 2025.

Hamilton City Council
Te kaunihera o Kirikiriroa

Infrastructure and Transport Committee
Te Komiti Tuaapapa me ngaa Waka
OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 24 July 2025 at 9:30am.

PRESENT

Chairperson *Heamana*	Deputy Mayor Angela O'Leary
Deputy Chairperson *Heamana Tuarua*	Cr Tim Macindoe
Members	Mayor Paula Southgate (via Audio-Visual) Cr Ewan Wilson Cr Louise Hutt (via Audio-Visual) Cr Kesh Naidoo-Rauf Cr Andrew Bydder Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike Cr Maria Huata (via Audio-Visual) Cr Anna Casey-Cox Cr Maxine van Oosten (via Audio-Visual)

1. Apologies – *Tono aroha*

Resolved: (Deputy Mayor O'Leary/Cr Macindoe)
That the Infrastructure and Transport Committee accepts the apologies for absence from Maangai Norm Hill and late arrival from Cr Tauariki, early departure Cr Bydder.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Deputy Mayor O'Leary/Cr Macindoe)
That the Infrastructure and Transport Committee confirms the agenda.

3. Declarations of Interest – *Tauaakii whaipaanga*

Prior to the discussion of Item C2 (Bus Shelter Advrtising Contract Award) Cr Hutt declared an interest in the item. She noted she was not conflicted and took part in the discussion and voted on the item.

4. Public Forum – *Aatea koorero*

Phil Evans (Bike ACTION Hamilton) spoke to Item 6 (Transport Projects Macroscope Approvals and Subsidised Programme update) supportive of intersection upgrades and encouraged a change of layout to include an advanced stop box for cyclists.

Peter Bos (Living Streets Kirikiriroa) spoke to Item 6 (Transport Projects Macroscope Approvals and Subsidised Programme update) partially supportive of the proposed intersection upgrades noting some changes to improve pedestrian access, access to bus stops and shared pathways.

Brett Goldup spoke to Item 6 (Transport Projects Macroscope Approvals and Subsidised Programme update) in support of the full closure of Maeroa East intersection noting traffic management requirements to stop dangerous manoeuvres in front of the bus stop.

Stephanie Chernishov spoke to Item 6 (Transport Projects Macroscope Approvals and Subsidised Programme update) partially supportive of the proposed Comries Road intersection as a cyclist, noting speeds of road users and raised tables in intersections.

Written Submissions were circulated to Members prior to the meeting and are attached to the minutes as ***Appendix 1.***

5. Confirmation of the Infrastructure and Transport Committee Unconfirmed Open Minutes - 13 May 2025

Resolved: (Deputy Mayor O'Leary/Cr Pike)
That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 13 May 2025 as a true and correct record.

6. Transport Projects Macroscope Approvals and Subsidised Programme Update

The Network & Systems Operations Manager introduced the report noting that the process will require further public consultation for the macroscope projects, Low Cost Low Risk projects requiring further work and will be coming back to another workshop. Staff responded to questions from Members concerning trialling advance stop boxes, trial closure of Maeroa Road, graphics on documents, u-turns, public consultation process, raised platform safety, New Zealand Transport Agency co-funding, median barriers, FENZ strategic routes, and route to Fairfield Bridge.

Staff Action: *Staff undertook to report to Elected Members at a briefing about the consideration of advanced stop boxes or cycle lights in intersections for future projects.*

Resolved: (Deputy Mayor O'Leary/Cr Thomson)
That the Infrastructure and Transport Committee:

a) receives the report;

b) approves the following macro-scope **Option 2** designs which were identified as the preferred options at the Elected Member briefing on 18 June 2025:

   i. the installation of an at grade signalised intersection Ulster Street/Maeroa Road intersection without a raised safety platform with left out only (**Alternative B**) for the Maeroa Street east approach;

   ii. the upgrade of the intersection of Te Rapa Road and Garnet Avenue via the installation of pedestrian facilities and phasing on the northern side of Te Rapa Road, relocation of bus stops, changes to the service lane entrance including a raised safety platform and creation of a left slip lane with a signalised raised safety platform out of Garnet Avenue;

   iii. the installation of an at grade signalised intersection at Comries Road and Hukanui Road intersection without a raised safety platform; and

   iv. the installation of an at grade signalised pedestrian crossing across Tristram Street just south of Clarence Street with no raised safety platform and improvements to the crossing facilities in Clarence Street west at Tristram Street intersection.

c) approves the following changes to the NZ Transport Agency subsidised programme for Low Cost Low Risk improvements in the 2024-27 period:

   i. removal of Wairere Drive and River Road intersection improvements;

ii. removal of Avalon Drive and Forest Lake Road intersection improvements; and

iii. addition of Ulster Street and Maeroa Road intersection improvements.

d) notes that staff will continue to work with NZ Transport Agency to seek approval for the Ulster Street / Abbotsford Road improvements for inclusion in the subsidised programme for Low Cost Low Risk improvements once a macroscope design has been approved; and

e) notes that progress of the final design and consultation of these projects will be communicated to Members via Executive Updates and approvals for the Traffic Bylaw and parking restrictions changes being presented to the Traffic, Speed Limit and Road Closures Hearings Panel as required.

Mayor Southgate left the meeting (9.58am) during the discussion of the above item. She was not present when the matter was voted on.

7. Infrastructure and Assets General Managers Report

The General Manager Infrastructure & Assets took the report as read.

Resolved: (Deputy Mayor O'Leary/Cr Macindoe)

That the Infrastructure and Transport Committee receives the report.

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

Resolved: (Deputy Mayor O'Leary/Cr Casey-Cox)

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Unconfirmed Public Excluded Minutes 13 May 2025	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Bus Shelter Advertising Contract		
C3. Minor Transport Improvements Contract Award		
C4. Disposal of Sewage Sludge - Variation and Extension to Contract		
C5. Te Anau Pump Station Diversion Contract Award		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii)
Item C5.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)

The meeting moved in the Public Excluded at 10.38am.

The meeting was declared closed at 12.21pm.

Appendix 1 : Writing Public Fourum Submissions

Names: Lee Samphier and Monique Patchell
Address: 14 Maeroa Road.
Date: 14 July 2025
Subject: Opposition to Proposed Signalisation – Support for Option 2 (Closure of Maeroa Road East)

To whom it may concern

Summary of Position

We are writing together to express our strong opposition to the proposed signalisation of the Ulster Street and Maeroa Road intersection, particularly Options 1 and 3. We fully support Option 2, which involves the closure of Maeroa Road East at Ulster Street.

Key Reasons for Supporting Option 2

1. Liveability and Safety for Maeroa Road East Residents

As residents of Maeroa Road East, we experience the daily impacts of traffic—noise, speed, and safety risks. These are not occasional inconveniences but ongoing disruptions to our quality of life. In contrast, residents of Cardrona Road are primarily affected only when they travel, and their concerns are largely about route convenience, not street liveability.

We believe the voices of those living directly on Maeroa Road East should carry greater weight in this decision, as the consequences of increased traffic and noise are far more severe and persistent for us.

2. Potential to Avoid Costly Infrastructure

Option 2 offers a practical and cost-effective solution. By trialling a full closure of Maeroa Road east, Council could consider:

- Assess whether traffic volumes and safety improve without signals
- Potentially eliminate the need for installing traffic lights, saving hundreds of thousands of dollars
- Make a data-informed decision based on real-world outcomes

We strongly support the idea of implementing the closure as a temporary trial, allowing the community and Council to evaluate its effectiveness before committing to permanent infrastructure.

3. Preventing Rat-Running and Illegal Manoeuvres

Full closure would:

- Eliminate shortcutting through Maeroa Road east
- Reduce pressure on the Victoria Street intersection
- Improve safety by preventing illegal turns and unpredictable vehicle behaviour
- Eliminate dangerous speeds that currently take place from motorists using Maeroa Road East as a faster route

4. Concession Regarding Option 3

If Option 3 remains the preferred option for Council to adopt, we urge that the engineering design for the left-hand turn from Maeroa Road onto Ulster Street be constructed in a way that:

- Completely prevents illegal U-turns
- Blocks straight-through movements to Maeroa Road West

Without these safeguards, the intended benefits of Option 3—particularly traffic calming and safety—will be undermined by non-compliant driver behaviour and will potentially cause more risker and dangerous manoeuvres by motorists.

5. Conclusion

Option 2 is the only design that truly prioritises the wellbeing of Maeroa Road East residents, addresses long-standing safety concerns, and offers a cost-effective, trial-based approach to solving the intersection's issues. We respectfully ask Council to give greater consideration to the voices of those most directly impacted and to recognise the long-term benefits of a full closure.

Thank you for the opportunity to provide feedback.

Sincerely,
Lee Samphier and Monique Patchell

Infrastructure and Transport Committee July 29, 2025

Item 6: Transport Projects Macroscope Approvals and Subsidised Programme update Public Forum Written Submission – Phil Evans

Maeroa Rd / Ulster St Intersection
Garnett Ave / Te Rapa Rd

I would like serious consideration given to a cycling safety modification on the final approved layout of this intersections design.

I would like the Advanced Stop Box (ASB) to be positioned ahead of the pedestrian crossing, with an additional yellow hatched box between the Limit Line and pedestrian crossing.

There is a tendency for many drivers to protrude their vehicles into the ASB, which is illegal. Drivers do tend to respect the yellow "Keep Clear" hatched areas on roundabouts, and should therefore also respect them at signalized intersections, given they also have more respect for the safety of pedestrians.

This layout protects pedestrians, and puts the cyclists ASB well ahead of where vehicles are stopped, allowing cyclists to enter them without being blocked by drivers illegally stopping over them.

Having the ASB directly in front of the Limit Line is just asking drivers to abuse it. What is the point of any safety features when everyone knows it will be abused. The driver action is illegal, and altering the design as suggested is CPTED (Crime Prevention through Environmental Design) in action.

A few months ago I presented this layout design to Martin Parkes, with a request to take it to NZTA for consideration and approval, with some trial sites to be located at selected intersections in Hamilton.

I don't know if that has happened, but would like the proposed layout to be given serious consideration at this intersection.

I support Raised Safety Platforms at all Entry points at all intersections.

Garnett Ave / Te Rapa Rd
This intersection is another one that would benefit from the modification to the position of the ASB. Even with the Raised Safety Platforms, vehicles come right up to the ASB, and into it. Without the RSP's, the situation is worse, as drivers are not forced to slow down, and will continue to block the ASB. As new crossing points would be required here, this is timely to adjust the layout to put the cycling ASB ahead of the pedestrian crossing, and add the yellow cross hatched box to further protect pedestrians.

I believe the proposed alteration to the service lane entry point will add a dangerous situation for people on bikes riding north through the intersection. If the first couple of vehicles want to turn into the service

lane, the distance would mean vehicles would pull ahead of cyclists, and cut across their paths. This is an illegal activity, but something some drivers think they are allowed to do.

Putting the ASB well ahead of the Limit Line would give people on bikes a much bigger head start across the intersection, forcing drivers to hold back behind the cyclists before turning into the service lane.
Also, having an RSP at the entrance to the service lane would see many drivers speed up from the lights, cut across the bike lane then suddenly slow down at the RSP, putting cyclists are serious of being struck by the vehicles.

The 3rd issue there is the slip lane from Garnett Ave. Without a traffic light to control left turn entry into Te Rapa Rd, this further puts cyclists at serious risk as they cross through the intersection, with an impatient driver deciding to quickly cut through before vehicles get through on the green light.
I have had this happen often at intersections like Massey St/ Lincoln St slip lane onto the Frankton Over Bridge.

In the Staff Report, page 30, discussing the Tristram/Clarrence intersection upgrades, Paragraph 86 talks about slip lanes not being suitable for high traffic flo intersections.

86. *Left slip lanes are not desirable in high traffic/high heavy vehicle locations, as they can often lead to a 'masking' problem. This is when larger vehicles, turning left, mask the visibility to traffic behind. Not only can this cause crashes but leads to driver hesitation. The wider slip lane also increases the width for a pedestrian or cyclists to cross the higher speed northbound traffic lanes."*

Vehicles often move into slip lanes at speed, crossing cycle lanes too fast and in the wrong location (should be at dashed lines only). As stated, pedestrians are always at risk, making judgment calls to dodge through fast moving and approaching traffic. All traffic should be at controlled lights at all intersections, and we need to phase out slip lanes. This WILL help increase cyclist numbers around our city.

And finally, the bike lane on Garnet Ave up to the lights is abused by drivers with almost 100% regularity
I do not agree with a slip lane at all at that location. Keeping vehicles controlled by lights makes it safer for everyone. We cannot keep putting the safety of people not in vehicles at the bottom of the heap. That attitude and sentiment must be stopped, and put everyones safety first, before convenience.
I support Raised Safety Platforms at all entry points at all intersections.

Hukanui Rd / Comries Rd Intersection
Advanced Stop Boxes need to be included in this intersection. Cycling numbers are currently low, and this would be improved with much better facilities for them. Pushing cyclists onto footpaths at busy intersections is not an ideal solution. Fast commuting cyclists need access to the road to get through faster and safely.

Once again, my new layout design for the ASB's should be implemented, to allow safer access, and faster movement through the intersection, ahead of vehicles to boost safety.

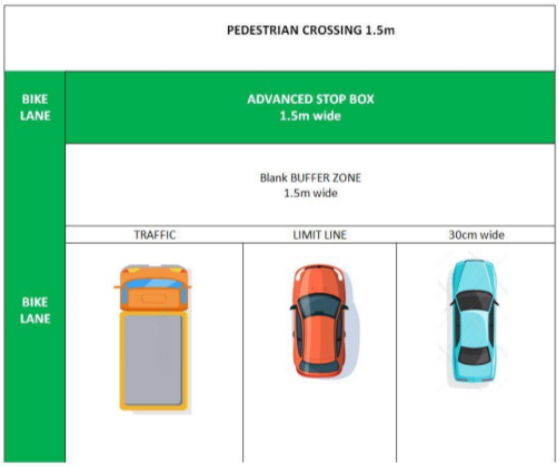
Clarence St / Tristram St Intersection
It is great to see the slip lane into Clarence St has been removed for this intersection. I support Raised Safety Platforms at all suggested locations.

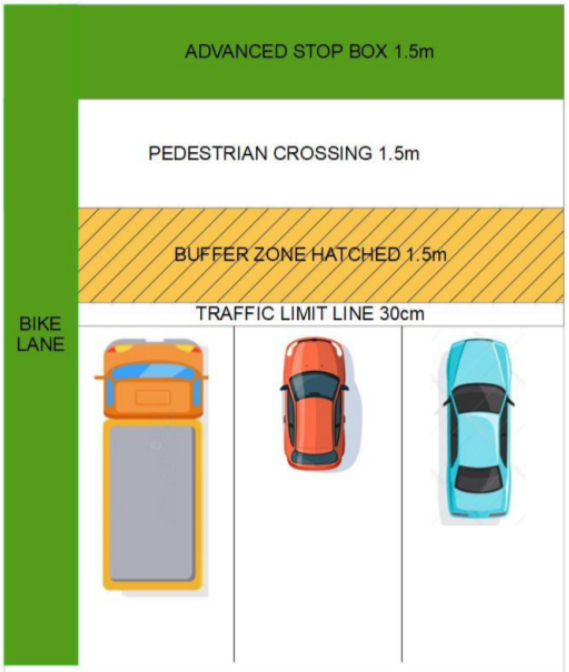
Costs
Everyone knows that costs of roading projects are far too high, and I believe the costs for all these intersection projects are also far too high. Planning, Design, Investigation, etc are always massively high, and I think it is past time that the consultants undertaking work on these projects need to be reigned in, and blocked from charging ratepayers huge costs, that are often duplicated across multiple projects of a similar nature, but charged at full rates each time..

Contractors constructing upgrades are also dragging on the time to build them. We always see so much downtime during construction where nothing seems to be happening for extended periods. China and Japan can build road s and buildings in days and weeks, where simple things here take months. That has to change, and Council needs to assert pressure on contractors to get the job done as fast as possible. Traffic Management does not need to cost what it currently does. Whomever is dealing with tenders and contracts needs to hold those companies to account, and stop the wasted time and money.

Thank you

Advanced Stop Boxes





Submission – Stephanie Cherishov

Item 6 – Transport Macroscope Approvals and Subsidised Programme

I see many of you want to improve roads. Please vote for the best road improvements today.

I am excited that Hukanui Rd Comries Rd intersection is being improved. Please vote for the full improvement; lights, raised platform.

I have driven, walked and biked in our city for 18 years. But I, like the 15 people in the report's photo, bike on the footpath here as it is so unsafe. That's still unsafe as the refuge is small and there are multiple lanes.

The attached video shows one problem- you commit to cycling across with car A in right lane waiting to turn right. But by the time you get across another car B who can be obscured by car A and does not see you, turns in front of you.. or into you.

Lights are great but often people push their limits, so a platform would be even better. The raised areas at Rototuna shops roundabout give time for all traffic users to see each other.

Kind Regards,

Stephanie Chernishov, Queenwood

Council Report

Item 6

Committee: Infrastructure and Transport Committee

Date: 04 September 2025

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

Report Status	*Open*

Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure and Transport Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report.

Chairperson's report

Infrastructure and Transport Committee
Final Meeting of the 2022–2025 Triennium

Tēnā koutou katoa.

Welcome to the last committee meeting of the 2022 – 2025 triennium.

As this triennium draws to a close, I want to briefly reflect on the significant body of work undertaken by this committee and express my sincere thanks to those who made it possible.

Over the past three years, we've kept Hamilton moving - quite literally.

This committee has overseen the operation and maintenance of over **700km of roads**, **3,000km of water infrastructure**, and essential city services like waste collection, stormwater, and street lighting.

We've responded to major events like **Cyclone Gabrielle** and delivered major contracts that underpin the functioning of our city.

We've made progress on improving transport project oversight, introduced new bylaws and plans, and responded to community expectations with practical change - including an improved sign-off process for transport projects that I'm proud to have led in response to public concern.

None of this would be possible without the people behind the scenes.

My sincere thanks to the **governance team** — especially **James Winston**, our dedicated Committee Advisor and the committee support team Keryn Phillips, Stephanie Goss and Ash Rawiri. Special thanks to Corey Bruntlett who not only provides support to the committee but also to me in my role as Deputy mayor and thank you to **Amy Viggers.** The team's support has made everything run smoothly.

To our **Transport team who we work most closely with as a committee - Tania Herman, Martin Parkes, Robyn Denton, Gordon Naidoo, Maire Porter, Kelly Stokes, Trent Fowles and Sarah Wilson**. Thank you for your expertise, integrity, and focus.

And to **Simone van Asbeck**, thank you for keeping the public informed and helping us communicate our work clearly and effectively.

To my Deputy Chair **Councillor Tim Macindoe**, thank you for your support and contributions. And to **Councillor Maxine van Oosten**, your ongoing commitment to our regional transport relationships - while also holding the Finance portfolio - has been invaluable.

While the visual highlights speak for themselves *(graphics by Stephanie Goss, content by Simone van Asbeck)*, I hope this report offers a moment to recognise just how much has been achieved, even in challenging times.

Thank you all - it's been a privilege to serve as Chair.

Ngā mihi nui

Angela O'Leary
Chairperson, Infrastructure & Operations Committee

Infrastructure & Transport Committee Highlights

2022-25 Triennium Achievements

KEEPING HAMILTON MOVING

Over the triennium, this Committtee has overseen the operation and maintenance of the city's 729km of roads, 3060km of three waters pipes and all the other essential infrastructure that keeps our city ticking.

We've collected tonnes of rubbish, recycling and food scraps for the city's nearly 60,000 households and processed 750litres of drinking water each second, just to name a few.

We've managed parking, kept the streetlights running and provided bus stops to support our friends over at Waikato Regional Council.

POLICY & ADVOCACY

We've approved submissions to central government on transport, water, recycling.

We deliberated on bylaws and policies including:

- Hamilton Water Supply Bylaw (May 2024);
- Trade Waste and Wastewater Bylaw (May 2023); and
- adopted the Waste Management and Minimisation Plan (May 2023).

RESPONDING TO MAJOR EVENTS

We oversaw the operational responses to significant events like:

- Cyclone Gabrielle;
- Elevated arsenic levels in our drinking water;
- Corbicula fluminea and elevated algae in Waikato River; and
- Western Bulk Water Main erosion among others.

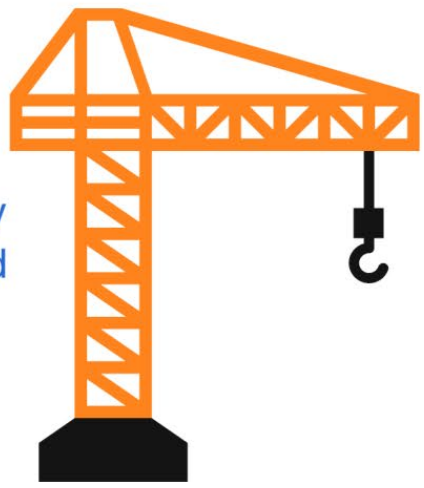
CONTRACTING & OPERATIONS

We awarded significant operational contracts:

- Connect Hamilton for road maintenance;
- Water and Wastewater Treatment Plants Chemical Supply;
- Hydro Jetting, CCTV Pipe Inspections and Three Waters Maintenance and disposal of sewage sludge.
- Approved four water allocation requests for high users under the Three Waters Connections Policy.

IMPROVING TRANSPORT PROJECT OVERSIGHT

In May 2024, the Infrastructure and Transport Committee responded to community feedback and introduced an improved signoff process for transport projects.



Infrastructure & Transport Committee Highlights 2022-25 Triennium Achievements

We also ticked off these key projects to provide new and upgraded infrastructure to support our city's current and future residents:

2022-23

- Claudelands/Grey St intersection upgrades
- Te Awa River Ride final sections open
- Gordonton / Darjon roundabout complete
- Pukete wastewater treatment plant upgrade

2023-24

- Church / Te Rapa roundabout upgrade
- Gordonton / Puketaha roundabout complete
- Newcastle water supply upgrade complete
- N4 pumpstation opening

- Parking kiosk upgrades and demand responsive parking introduced in the central city
- Delivered 27 projects funded through the Climate Emergency Relief Fund

2024-25

- Collins Road wastewater bulk storage construction under way
- Pukete Wastewater Treatment Plant Inlet Facility under way
- Te Ara Pekapeka Bridge opening
- Borman Road extension opening
- Waiora Water Treatment Plant capacity upgrade
- Transport Centre upgrade
- IAF reservoir engagement kicks off
- Ranfurly Gully wastewater upgrade kicks off

Council Report

Committee: Infrastructure and Transport Committee | **Date:** 04 September 2025

Author: Robyn Denton | **Authoriser:** Kevin Strongman

Position: Network and Systems Operations Manager | **Position:** General Manager Infrastructure and Assets

Report Name: Minor Transport Improvements - Macroscope Approvals

Report Status	*Open*

Purpose - *Take*

1. To seek macroscope approval from the Infrastructure and Transport Committee for the following projects in accordance with the Transport Projects Decision Making Framework:
    i. Abbotsford Street and Ulster Street safety and pedestrian improvements
    ii. Ruakiwi Road – pedestrian improvements
    iii. Peachgrove Road (Frances Street to Wilson Street) safety improvements; and
    iv. Peachgrove Road and East Street safety improvements.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
    a) receives the report.
    b) approves the following macro-scope designs which were identified as the preferred options at the Elected Member briefings on 30 July and 6 August 2025:
        i. the installation a two stage at grade signalised pedestrian crossing in Ulster Street at Abbotsford Street intersection along with a solid median to only permit left in – left out turning movement from Abbotsford Street into Ulster Street,
        ii. the installation of an at-grade (no raised safety platform) signalised pedestrian crossing across Ruakiwi Road east of Lake Domain Drive and improved kerb alignment into Lake Domain Drive (**Option 2);** and
        iii. the completion of the following safety improvements (design only) on Peachgrove Road between Frances Street and Wilson Street:
            A. relocation of Hamilton Boys High School bus stops to south of their main entrance;
            B. installation new at grade signalised pedestrian crossing in Peachgrove Road north of Wilson Street;
            C. retention and upgrade the existing Peachgrove Intermediate at grade signalised pedestrian crossing;

D. tighten the kerblines at the Hamilton Boys High School main entrance;

E. minor realignment to the bus stop just south of Frances Street;

F. removal of parking along Hamilton Boys High School frontage;

G. installation of full shared paths both side of road with full kerb realignment; and

H. installation of side road treatments at Hamilton Boys High School entrance, Kingsford Mews, Scott Avenue and Wilson Street of zebra crossings on raised safety platforms.

iv. turning restrictions out of East Street (west), traffic calming East Street (west), kerb buildouts and new crossing facility East Street (west) including formalisation of the parking at the shops, signalised midblock crossing across Peachgrove Road (**Option 2**) subject to the outcome of the public consultation on the turning restrictions for East Street (west). If there is no support for the turning restrictions then **Option 1** will be progressed through to construction.

c) requests staff continue to monitor and investigate alternative options for improvements at the Lake Domain Drive / Ruakiwi Road / Tainui Street intersection and the Lake Road / Marama Street intersection for inclusion in future intersection improvement programmes.

d) notes that staff will continue to work with NZ Transport Agency to seek approval for the Ulster Street / Abbotsford Road improvements for inclusion in the subsidised programme for Low Cost Low Risk improvements following approval of the macroscope design;

e) notes that staff will continue to work with Peachgrove Intermediate School and Hamilton Boys High School for the implementation of 'pick up drop off' opportunities in the wider area, installation of additional scooter and bike parking facilities and scooter/bike safety training;

f) notes that the proposed improvements for Peachgrove Road (Frances Street to Wilson Street) exceed the approved budget approved at the 28 November 2024 Infrastructure and Transport Committee and final approval to proceed with construction will be required once funding availability from within the Minor Transport Improvements Programme can be confirmed.

g) notes that progress of the final design and consultation of the following projects will be communicated to Members via Executive Updates and approvals for the Traffic Bylaw and parking restrictions changes being presented to the Traffic, Speed Limit and Road Closures Hearings Panel as required:

i. Abbotsford Street and Ulster Street safety and pedestrian improvements;

ii. Ruakiwi Road – pedestrian improvements; and

iii. Peachgrove Road and East Street safety improvements.

Executive Summary - *Whakaraapopototanga matua*

3. The Transport Project Decision Making Framework was been agreed at the 2 May 2024 meeting of the Infrastructure and Transport Committee, for formalising the assessment and approval of macroscope designs for capital improvement projects.

4. The 11 March 2025 Infrastructure and Transport Committee meeting approved Part 2 of the Unsubsidised Minor Transport Improvements Programme which included funding for the following projects:

i. Abbotsford Street and Ulster Street safety and pedestrian improvements;

ii. Ruakiwi Road – pedestrian improvements;

iii. Peachgrove Road (Frances Street to Wilson Street) safety improvements; and

iv. Peachgrove Road and East Street safety improvements.

5. Information Sessions were held on 18 June, 30 July and 6 August 2025 to provide information on these projects and seek direction from the Members on what information was needed in this report to assist with the decision-making process.

6. Options for each site were presented to the Information Sessions and direction was received from Members on which was the preferred option in each case.

7. **The following key points have been noted for each of the projects:**

i. Abbotsford Street and Ulster Street safety and pedestrian improvements:

a) the recommended option is an at grade signalised pedestrian crossing with solid median to restrict turning movements; and

b) co-investment from NZ Transport Agency is likely but subject to final macroscope design being approved.

ii. Ruakiwi Road – pedestrian improvements:

a) the recommended option is an at grade signalised pedestrian crossing; and

b) ongoing monitoring of the performance of the adjacent intersection (Lake Domain Drive, Tainui Street and Lake Cresent) will be undertaken following the completion of the traffic signals. Options for improvements to the intersection will be included in the development of the 2027 -31 Long-Term Plan.

iii. Peachgrove Road (Frances Street to Wilson Street) safety improvements

a) the recommended option includes a new at grade signalised pedestrian crossing just north of Wilson Street, kerb realignment on both sides of the road to accommodate off road shared paths and improvements to each of the side roads to provide safe crossing for people walking and biking. Removal of the parking in this section along with relocation of bus stops is also proposed in conjunction with improvements to the school entrance;

b) early engagement has been completed with the Hamilton Boys High School, Peachgrove Intermediate and Patricia Avenue School and they are in support of the proposed improvements;

c) opportunities for ‘Park and Stride’ drop off/pick up sites are being investigated along with provision of additional bike/scooter parking and bike/scooter skills training;

d) the estimated cost for this work is currently higher than the initial budget approved at the 11 March 2025 Infrastructure and Transport Committee. It is expected that there will be cost savings made in the overall Minor Transport Improvements programme that will be sufficient to cover the potential shortfall; and

e) approval for the only consultation and design is being sought at this stage and a future report will seek approval for construction when funding availability within the Minor Transport Improvements programme is able to be confirmed.

iv. Peachgrove Road and East Street safety improvements:

a) the recommended option includes an at grade signalised pedestrian crossing in Peachgrove Road, improvements for pedestrians and formalisation of parking for East Street (east); and

b) Two options for improvements at East St (west) have been considered and subject to public consultation results it is recommended that turning movements out of East Street (west) be limit to either left in – left out OR left in only. If there is not support for this, then kerb extensions and a raised zebra crossing across East Street (west) will be progressed.

8. Updates on the final detailed designs, consultation and implementation of the projects will be provided via Executive Updates.

9. Reports to the Traffic, Speed Limit and Road Closures Hearings Panel will be provided as needed for any changes to the Traffic Bylaw registers or parking restrictions associated with the implementation of the projects.

10. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements

Background - *Koorero whaimaarama*

11. Based on the Transport Project Decision Making Framework formalised at the 2 May 2024 meeting of the Infrastructure and Transport Committee, a process for the delivery of projects was presented at the Elected Members briefing on 19 June 2024.

12. The agreed process set out in **Figure 1** will be utilised to progress projects through the decision-making process.

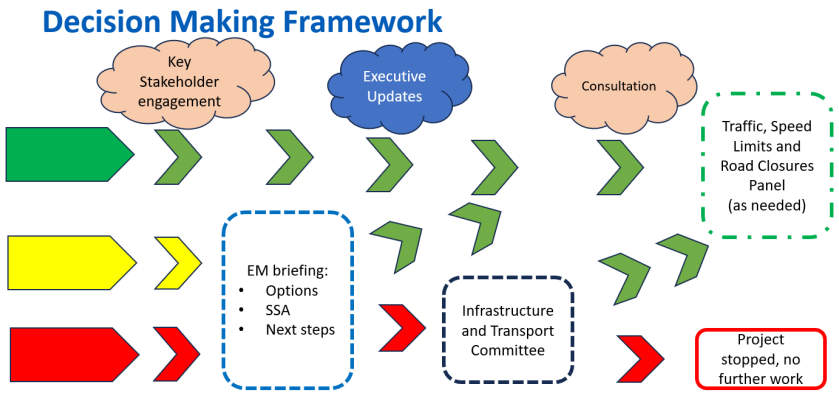


Figure 1: *Process for progressing transport projects through the Decision Making Framework*

13. The *NZ Transport Agency Funding approvals for 2024-27* report to the 26 September 2024 Infrastructure and Transport Committee meeting outlined the projects that did and did not receive funding confirmation NZ Transport Agency (Agency) in early September 2024.

14. It was agreed at that 26 September 2024 Infrastructure and Transport Committee meeting that staff would continue to work on the projects that did receive co-investment from the Agency and present the macroscope designs for approval at this Committee meeting.

15. It was also agreed that further work would be undertaken to understand the financial implications and opportunities that could be considered for continuing to progress the unsubsidised programme of works using just the Council local share of funding for those that did not receive co-investment from the Agency.

16. A report to the 31 October 2024 Council meeting determined that the local share funding would be aggregated into a Minor Transport Improvement Programme. The final list of projects to be delivered via this funding would be approved by the Infrastructure and Transport Committee.

17. The value of the aggregated programme was $45,166,212 and included funding for three projects for which the Agency funding was approved in the Low Cost Low Risk programme resulting in a budget of $41,041,114 being available to reallocate to unsubsidised approved transport projects.

18. A list of Green projects was also approved at the 28 November 2024 Infrastructure and Transport Committee. Subsequently the 11 March 2025 Infrastructure and Transport Committee meeting approved Part 2 of the Unsubsidised Minor Transport Improvements Programme which included funding for the following projects:

    i. Abbotsford Street and Ulster Street safety and pedestrian improvements;
    ii. Ruakiwi Road – pedestrian improvements;
    iii. Peachgrove Road (Frances Street to Wilson Street) safety improvements; and
    iv. Peachgrove Road and East Street safety improvements.

19. This report sets out the work that has been completed in for the projects in accordance with the Decision Making Framework and seeks macroscope approval of preferred options so that the projects can progress through to design and construction.

Discussion – Matapaki

20. Macroscope approval is being requested for the following sites which had funding approved at the 11 March 2025 Infrastructure and Transport Committee meeting as Part 2 of the Unsubsidised Minor Transport Improvements Programme:

    i. Abbotsford Street and Ulster Street safety and pedestrian improvements;
    ii. Ruakiwi Road – pedestrian improvements;
    iii. Peachgrove Road (Frances Street to Wilson Street) safety improvements; and
    iv. Peachgrove Road and East Street safety improvements.

Ulster Street and Abbotsford Street intersection - safety and pedestrian improvements

21. Funding for the design of safety improvements at the Ulster Street and Abbotsford Street intersection was originally approved as part of the 2023/24 Low Cost Low Risk programme of works at the 7 March 2023 Infrastructure and Transport Committee meeting.

22. The project had been proposed as a result of requests from the local community and complaints about the lack of safe opportunities for pedestrians to cross Ulster Street, including from Hamilton West MP Tama Potaka, Whitiora Primary School, StudyFit and Te Maapura.

23. Pedestrian facilities were requested for people crossing Ulster Street to access the local dairy and schools noting that this is also an area that has high numbers of pedestrians crossing the road whenever there are large sporting fixtures at FMG Stadium.

24. Initial investigations were undertaken with early engagement being undertaken with the key stakeholders in the community in late 2023.

25. At the 5 March 2024 Infrastructure and Transport Committee there was a notice of motion to stop several of the Low Cost Low Risk transport projects which included the following for the Ulster Street and Abbotsford Street intersection:

> **Resolved:** (Cr Wilson/Cr Taylor)
> That the Infrastructure and Transport Committee requests staff:
> a) undertake further investigations of alternative options for pedestrian crossing facilities on Ulster St without a raised platform;
> b) organise an information session to seek direction from Members on the alternative options; and
> c) report back to the Committee with a proposal for consideration that would be implemented in the 2024/25 financial year.

26. At the 4 September 2024 Information session options for improvements to the Ulster Street Abbotsford Street were presented which included signalised crossing options both on raised safety platforms and at grade. At this stage there was no funding available to progress the project any further.

27. At the 11 March 2025 Infrastructure and Transport meeting the funding for this intersection improvement was approved with the project assessed as being Yellow under the Transport Decision Making Framework. As a Yellow project there was a requirement to develop a project report outlining the various options considered, presentation to an Information Session ahead of seeking Macroscope design approval from this committee.

28. The Ulster Street/Abbotsford Street intersection is located in Whitiora and is near the FMG Stadium and within the central city urban growth area.

29. Ulster Street is an urban connector that links the Central City to the northern suburbs and has a typical daily traffic volume of 18,300 vehicles per day (as at 2023) with approximately 5% of those being heavy vehicles (trucks and buses).

30. Ulster Street has two traffic lanes in each direction with a flush central medial which has right turn bays at key intersections along with a series of pedestrian refuge islands as shown in **Figure 2** below.

Figure 2: *Looking north along Ulster Street towards the Abbotsford Street intersection*

31. Residents and business owners have continued to request improvements to address dangerous conditions for pedestrians and frequent crashes.

32. Whilst the speed limit on Ulster Street is 60 km/h, vehicles are often observed exceeding this, particularly westbound traffic who are accelerating from the Mill Street traffic signals. Figure 3 below shows mean vehicle speeds on Ulster Street, even at peak hours, are approximately 50 km/h. Speeds are higher westbound (away from the city centre).

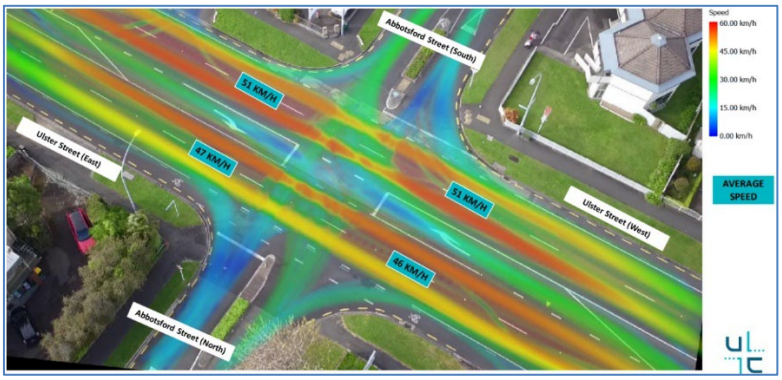


Figure 3: *Average vehicle speeds on Ulster Street*

33. Pedestrians crossing Ulster Street must cross 4 lanes of traffic, while attempting to judge safe gaps in high volumes of fast-moving traffic. Median refuge islands are located 85 m either side of the intersection and are too far from the desire lines for crossing the road.

34. In addition, the islands are too narrow to safely accommodate pedestrians particularly with prams, wheelchairs or mobility scooters or travelling in groups (such as parents with children). The result is pedestrians (including school children) taking high risks, crossing at the intersection and using the flush median/ right turn bay as a waiting place.

35. It is also difficult for drivers exiting Abbotsford Street to find safe gaps in four lanes of traffic and has resulted in a high number of 'failure to give way' crashes and near misses. Between 2015 and 2024 there have been 28 crashes recorded at the intersection:

    i. 2 crashes resulted in serious injuries,

    ii. 11 crashes resulted in minor injuries, and

    iii. 15 crashes did not cause injuries.

36. Both serious injury crashes involved vehicles travelling straight through on Abbotsford Street colliding with vehicles on Ulster Street. Six of the minor injury crashes involved vehicles travelling straight through on Abbotsford Street colliding with vehicles turning to or from Ulster Street. These vehicle movements are over-represented in the crash record making up 62% of injury crashes.

37. **Figure 4** below shows the location of the crashes at the Ulster Street and Abbotsford Street intersection.

Figure 4: *Location of crashes at Ulster Street and Abbotsford Street intersection*

38. The Comet and #21 bus routes currently serve Ulster Street. Bus stops are located midblock north and south of Abbotsford Street. Bus stops are closely spaced (~250 metres) and the Comet route study identified that consolidating the nearby stops would improve efficiency and that the unsafe/uncomfortable access discouraged bus use.

39. Observed walking routes across Ulster Street were dispersed along the street, however crossings were more likely to be observed south of Abbotsford Street . Observed walking routes across Abbotsford Street were concentrated at the existing formal crossings at Ulster Street with the largest numbers being on the western side of Ulster Street as shown in Figure 5 below:

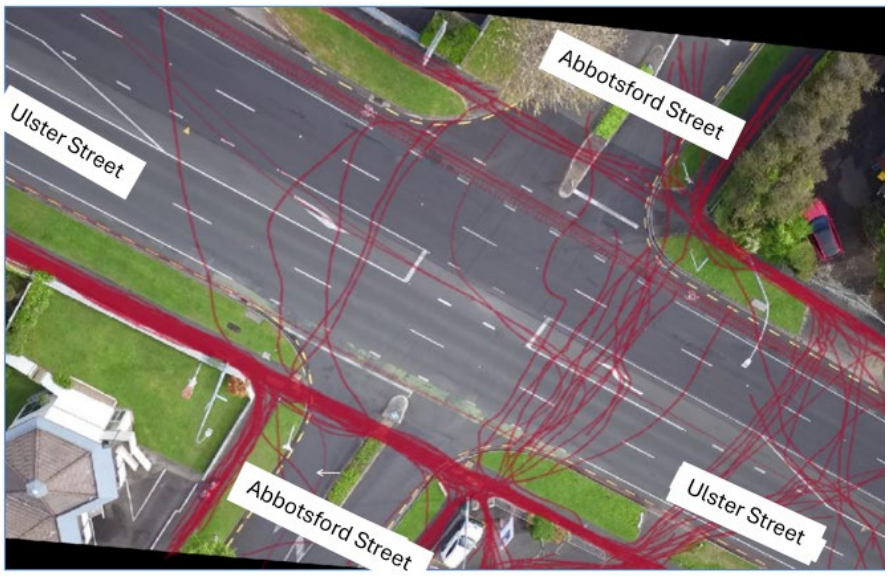


Figure 5: *Pedestrian crossing movements at Ulster Street and Abbotsford Street intersection on 10 October 2023 between 0750 and 0850 and 1645 and 1745 hours.*

40. Staff also completed a pedestrian and cyclist survey on 15 August 2024 from 3pm to 4pm specifically to observe school travel. Pedestrians who crossed Ulster Street at or between the existing refuge islands (approx. 80 metres north and south of Abbotsford Street) were counted with the following results:

    i. 23 pedestrians crossed Ulster Street north of Abbotsford Street; and

    ii. 25 pedestrians crossed Ulster Street south of Abbotsford Street

41. Staff also observed the following behaviour:

    i. pedestrians do not consistently cross at the same location and frequently pause in the flush median and / or right turn bay;

    ii. 5 near misses due to drivers proceeding straight or heading right from Abbotsford Street failing to give way to vehicles on Ulster Street;

    iii. drivers waiting to proceed straight or turn right from Abbotsford Street block the exit from Abbotsford Street causing delay to drivers behind wanting to turn left, which creates pressure to turn quickly when a gap may not be suitable; and

    iv. 4 primary aged children crossed Ulster Street unaccompanied.

42. The original proposal recommended at the 18 June 2025 Information Session was for installation of a central median island in Ulster Street along with improvements splitter islands in both approaches of Abbotsford Street.

43. This option fully addressed the vehicle crash problem at the intersection and would have provided a safe standing space in the centre of Ulster Street for pedestrians who were crossing the road – but not priority to assist them with negotiating the traffic.

44. This option only partially mitigated the risk for pedestrians. The informal crossing included a widened median island to provide safer and more comfortable place for pedestrians to wait. The crossing is closer to the desire line for pedestrians than the current pedestrian refuge islands in Ulster Street.

45. This option consolidated bus stops and located them closer to the new crossing point. The relocated bus stops will be kerbside as shown in Figure 6 below:

***Figure 6**: Proposed solid central median islands to restrict turning movements and provide a safe standing space for pedestrians in Ulster Street.*

46. At the 18 June 2025 Information Session the Elected Members requested further options be considered and presented which would look to provide a signalised option for pedestrians to cross Ulster Street with improved safety.

47. Options for intersection improvements were presented to an Elected Member briefing on 30 July 2025 and the options included:

    i. **Option 1** – solid central median island to restrict traffic movements into and out of Ulster Street at Abbotsford Street and provide central refuge facility for pedestrians in Ulster Street (as presented on 18 June 2025);

    ii. **Option 2** – two-stage signalised pedestrian crossing across Ulster Street with a single north bound traffic lane from Mill Street to north of Abbotsford Street (lane drop) to accommodate on-road cycle facilities. Solid central median island at the Abbotsford Street intersection in conjunction with turning restrictions for vehicles. Optional for crossing across Ulster Street to be at grade or on a raised safety platform;

    iii. **Option 3 -** two-stage signalised pedestrian crossing across Ulster Street retaining two vehicle lanes in each direction. Off-road shared path to accommodate people on bikes with raised safety platform across Abbotsford Street west entrance onto Ulster Street. Solid central median island at the Abbotsford Street intersection in conjunction with turning restrictions for vehicles. Optional for crossing across Ulster Street to be at grade or on a raised safety platform;

iv. **Option 4** – single-stage signalised pedestrian crossing across Ulster Street retaining two vehicle lanes in each direction. Off-road shared path to accommodate people on bikes with raised safety platform across Abbotsford Street entrances onto Ulster Street as kerb extensions needed on both sides of Ulster Street to achieve crossing distance requirements. Solid central median island at the Abbotsford Street intersection in conjunction with turning restrictions for vehicles. Optional for crossing across Ulster Street to be at grade or on a raised safety platform; and

v. **Option 5** – Full signalisation of the Ulster Street and Abbotsford Street intersection

48. It was noted that there is a reseal planned for Ulster Street in the 2026/27 financial year which will enable a new roadmarking scheme to be introduced without the need for any 'blackout' or removal of the existing roadmarking. This is considered a significant opportunity to minimise 'ghost markings' and to reduce costs associated with roadmarking and traffic management for the project.

49. Staff had initially recommended **Option 4** to the Elected Members at the Information Session. Elected members indicated that they would support either **Option 3 or 4** and requested staff to consider which of these two options should be recommended for macroscope approval.

50. Following the Information session staff have again considered the advantages for each of **Options 3 and 4** and are recommending **Option 3** on the following basis:

i. Being a two stage crossing means that pedestrians can pick gaps in the traffic if they wish to cross to the centre of the road and still have certainty that they will be able to call the traffic signals if needed to cross the second half of Ulster Street. This option is likely to impact traffic on Ulster Street slightly less.

ii. There is less physical work involved in **Option 3** as there is not a requirement to install kerb extensions into Ulster Street which is a requirement for **Option 4** in order to meet the maximum crossing length requirements for a single stage crossing.

iii. The lack of kerb extensions means that cyclists can have a consistent location on road to cycle and do not need to have a short section of off-road cycle path created to safely get through the new crossing location.

iv. The stagger in the central island associated with the 2 stage design enables pedestrians to view oncoming vehicles before they cross Ulster Street. This allows pedestrians to make a judgment call whether it is safe or not to cross, i.e. if a driver on Ulster Street does not look like they are not going to stop for the red light the pedestrian could decide not to cross the road.

51. The following two options were considered the most appropriate for this location:

i. **Option 3 (Safest):** Raised two stage signalised pedestrian crossing across Ulster Street and a solid central median to restrict traffic turning movements to be left in – left out only from Abbotsford Street into Ulster Street. Estimated costs for this work is $1.5 million and the improvements are shown in **Figure 7** below.

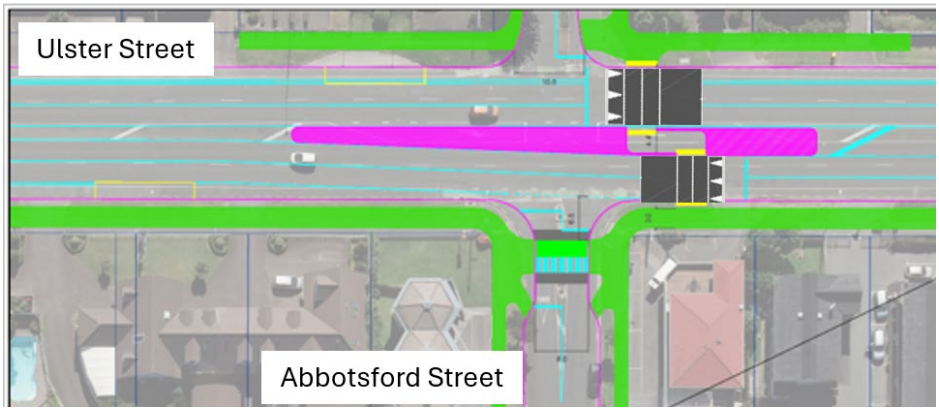


Figure 7: *Raised two stage signalised pedestrian crossing across Ulster Street along with a raised safety platform across Abbotsford Street and consolidated bus stops (kerbside).*

ii. **Option 3b:** At-grade two stage signalised pedestrian crossing across Ulster Street and a solid central median to restrict traffic turning movements to be left in – left out only from Abbotsford Street into Ulster Street. Estimated cost of $1.2 million and shown in **Figure 8** below.

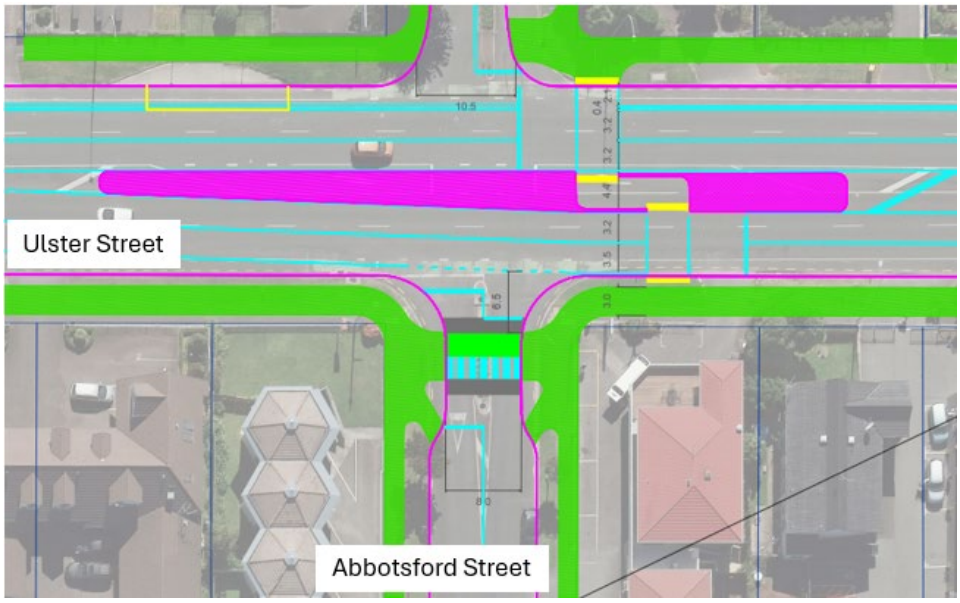


Figure 8: *At Grade two stage signalised pedestrian crossing across Ulster Street along with a raised safety platform across Abbotsford Street and consolidated bus stops (kerbside).*

52. The key point of difference between the two options is whether the crossing location across Ulster Street has a raised safety platform included or not.

53. The direction from Elected Member briefing held on 6 August 2025 was the option without the raised platforms in Ulster Street was the preferred option (**Option 3b**).

54. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 1).**

Ruakiwi Road – pedestrian improvements

55. Ruakiwi Road is a Minor Arterial Transport Corridor under the Operative District Plan. The immediate surroundings are zoned as Special Natural Zone, General Residential Zone and Central City Zone. The Hamilton Girls' High School is located on the corner of Tainui Street and Ruakiwi Road. Ruakiwi Road has high traffic volume of 15,100 vehicles per day (2023).

56. Ruakiwi Road has an existing uncontrolled crossing with a narrow refuge island which provide only a limited amount of room for pedestrians to wait while crossing the road. The narrow refuge island can only accommodate 2 to 3 pedestrians safely, and its width does not allow for pedestrians with prams or mobility scooters or bikes to be fully protected on the island.

57. The location of the existing pedestrian facility is shown with the red arrow in Figure 10 below.

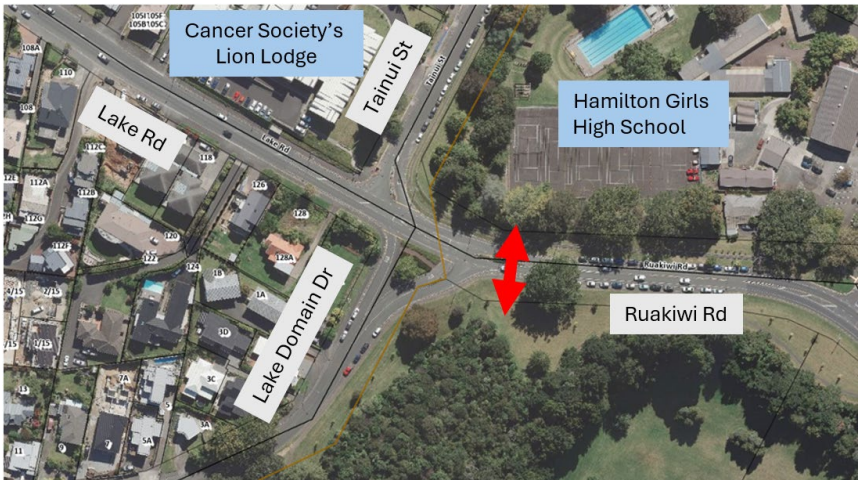


Figure 9: *Location of existing pedestrian refuge island in Ruakiwi Road*

58. Date gathered via an onsite fixed camera shows more than 200 pedestrian's cross daily at this particular location on Ruakiwi Road with 95% use the existing refuge facility. The majority are vulnerable school children accessing Hamilton Girls' High School, and people accessing recreational space, work and business.

59. Due to the high number of vulnerable road users, high volume of traffic and the absence of safe crossing facilities, pedestrians make high risk, unsafe decisions when judging safe gaps in traffic. The likelihood of a vehicle vs pedestrian resulting in death or serious injury is high.

60. This site is identified in the West Town Belt Master Plan as a key connection point for pedestrians and cyclists to access the lake from the central city for recreational purposes. It is also well used by people walking into the central city to the adjacent school and businesses in the wider area.

61. Data from the NZ Transport Agency Crash Analysis System (CAS) shows, that since 2014 there have been 18 reported crashes (3 serious, 1 minor injury and 14 non injury) resulting in a social cost of $4.04 million at the intersection. No pedestrian crossing related incidents/ crashes were identified as shown in Figure 10 below.

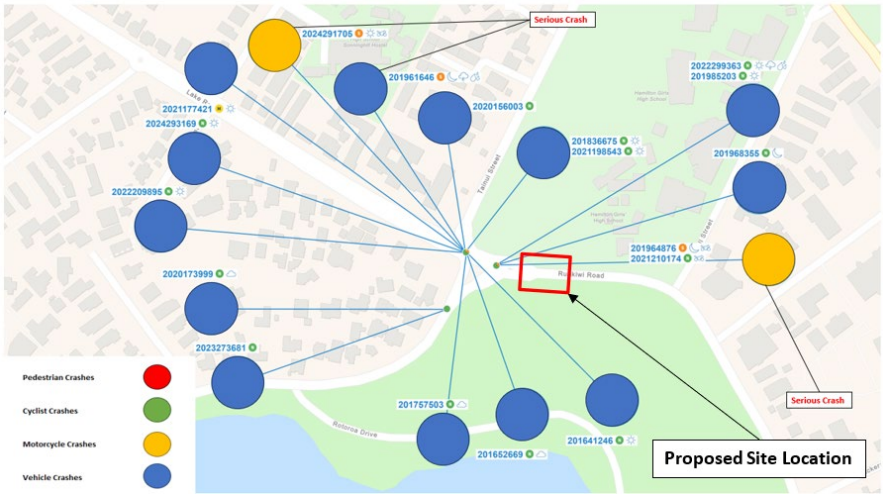


***Figure 10**: Crash locations and types in the vicinity of the existing pedestrian refuge island*

62. Identifying safe gaps in the continuous flow of traffic on Ruakiwi Road and Lake Road on peak hours is significantly challenging for vehicles making right turns movement to and from Lake Domain Drive, which has been reflected in the crash statistics. Implementing a formal pedestrian priority crossing will create opportunities in the traffic flow, facilitating right turn manoeuvres during peak hours and thereby enhancing intersection safety.

63. A site inspection was completed on 20 March 2025 and camera was installed on 22 and 24 March 2025 to record pedestrian, cyclists and vehicle movements, during which the following observations were made:

    i. people were observed trapped on the central island trying to find gaps in the traffic to finish crossing the road due to the high traffic volumes;

    ii. vehicles accelerating at high speed through the intersection from Lake Domain Drive turning right on to Ruakiwi Road (challenge in finding gap);

    iii. during peak hours the traffic gaps allowing pedestrians to cross the road are minimal and people had to run across the lanes while crossing;

    iv. existing cutdowns at the crossing are not non-wheelchair friendly due to slope up to the footpath; and

    v. students and family groups that used the narrow refuge island were often >4 people which then required some of them to stand on to the edge of the existing refuge island or on the adjacent road as shown in **Figure 11** below.

***Figure 11**: the existing pedestrian refuge island in Ruakiwi Road is too narrow to accommodate more than 2-3 people safely*

64. The following two options were considered the most appropriate for this location:

i. **Option 1 (Safest):** Raised signalised pedestrian crossing across Ruakiwi Road and improved kerb alignment into Lake Domain Drive with estimated costs of $950,000 and shown in **Figure 12** below.

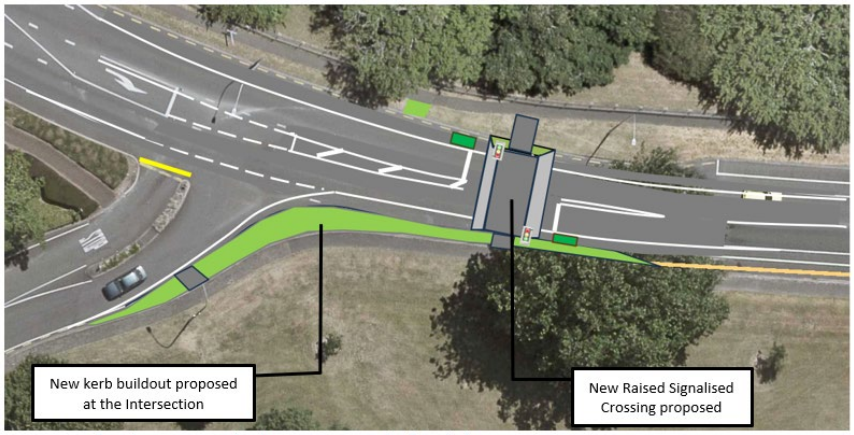


Figure 12: *Raised signalised pedestrian crossing across Ruakiwi Road and improved kerb alignment into Lake Domain Drive*

ii. **Option 2:** At-grade signalised pedestrian crossing across Ruakiwi Road and improved kerb alignment into Lake Domain Drive with estimated costs of $750,000 and shown in **Figure 13** below.

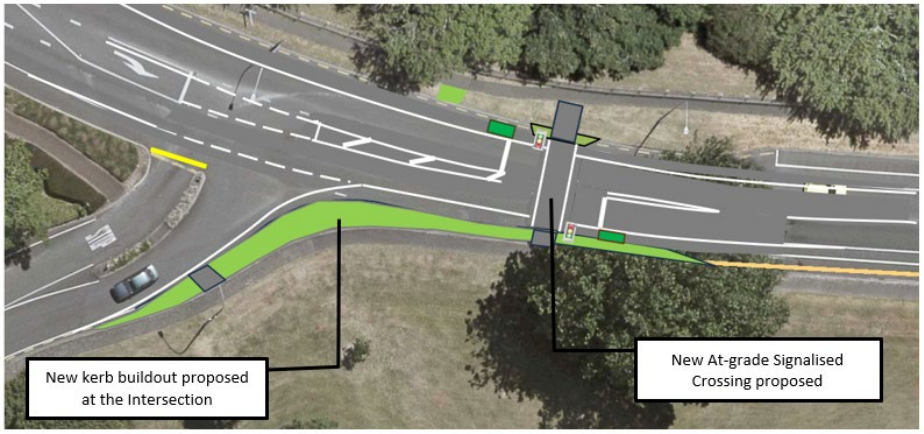


Figure 13: *At grade signalised pedestrian crossing across Ruakiwi Road and improved kerb alignment into Lake Domain Drive*

65. The key point of difference between the two options is whether the crossing location has a raised safety platform included or not.

66. It was also noted that a new footpath connecting this new crossing to Lake Rotoroa Domain will be delivered as part of the project. Funding for this new path will be from the Green Unsubsidised Minor Transport Improvements Programme for New Footpaths.

67. These options were originally presented to an Elected Member briefing on 18 June 2025. Elected Members requested further options be considered and presented which would look to treat the adjacent intersection instead.

68. Some investigation work had been previously completed in 2021/22 and the options for intersection improvements from that study were presented to an Elected Member briefing on 30 July 2025. The options were:

i. ***Traffic signals*** – estimated cost $4.5-5.0 million. A concept layout is shown in **Figure 14** below.

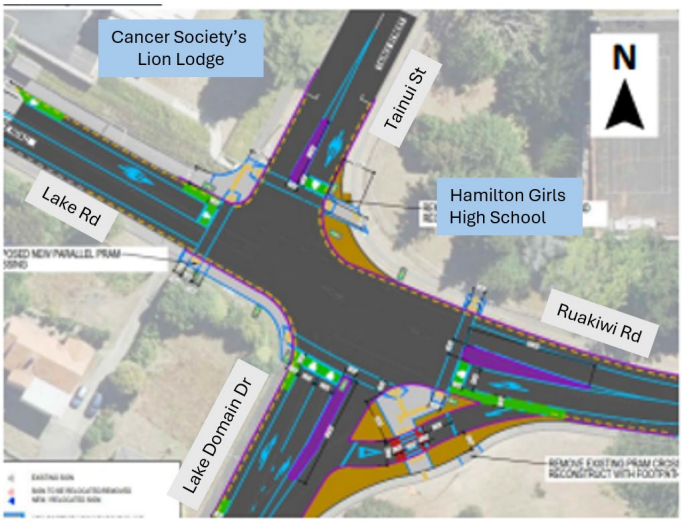


Figure 14: *Concept layout for signalisation of Lake Domain Drive, Ruakiwi Road and Tainui Street intersection*

ii. **Double Roundabouts** – estimated cost $5.5 – 6.0 million and concept plan shown in Figure 15 below.

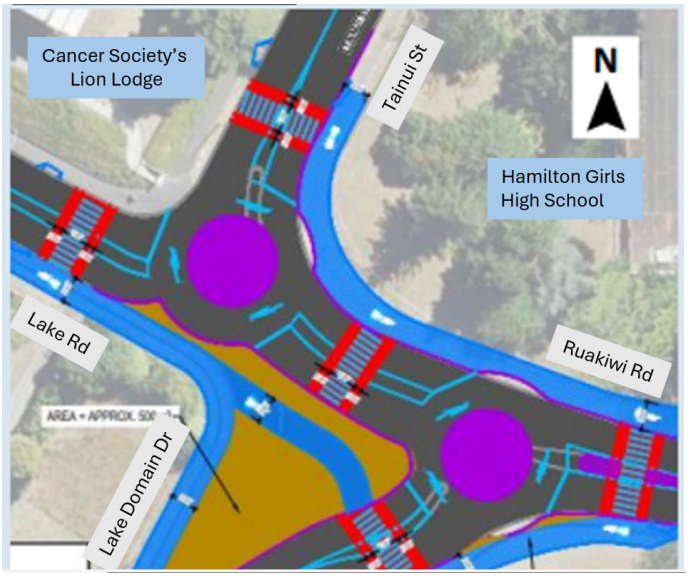


Figure 15*: concept layout for double roundabouts at Lake Domain Drive, Ruakiwi Road and Tainui Street intersection*

iii. **DogBone or Peanut Roundabout** – estimated cost $6.6 – 7.0 million and concept plan shown in Figure 16 below.

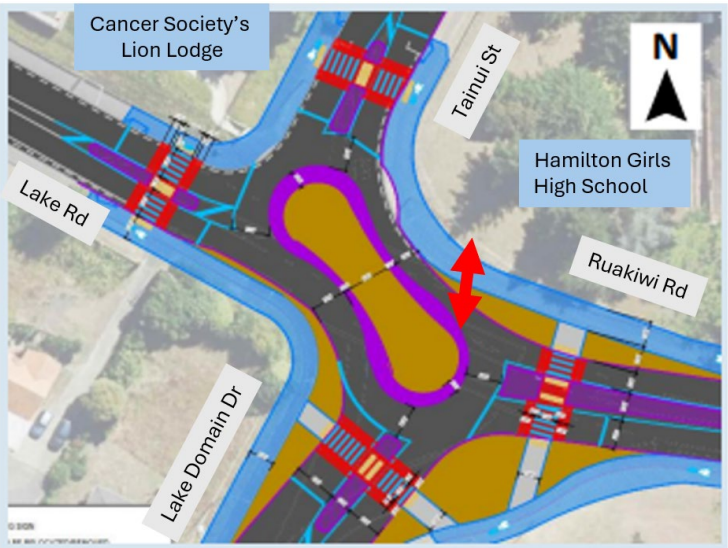


***Figure 16**: Concept layout for dog bone or peanut roundabout at Lake Domain Drive, Ruakiwi Road and Tainui Street intersection*

69. Staff recommendation to the 30 July 2025 Information Session was that the signalised pedestrian crossing option be approved to proceed at this stage. This is on the basis that the intersection treatment options shown above would all be able to proceed in the future without needing to remove the signalised pedestrian crossing.

70. All of the intersection treatments would cost significantly more than the signalised pedestrian crossing and it is expected that the pedestrian traffic signals will be sufficient to address the intersection performance concerns by provided the gaps in traffic flow along Ruakiwi Road.

71. Direction from the 30 July 2025 Elected Member briefing was that **Option 2** Signalised Pedestrian Crossing without the raised platforms was the preferred option.

72. Staff were also requested to undertake monitoring of the intersection following the installation of the signalised pedestrian crossing and to include funding in the development of the 2027-31 Long Term Plan for improvements for the Lake Domain Drive, Ruakiwi Road, Tainui Street intersection along with the Lake Road and Marama Street intersection to facilitate traffic movements between Dinsdale and the Central City.

73. Further information on the full list of options considered for the pedestrian crossing upgrade along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 2).**

Peachgrove Road (Frances Street to Wilson Street) safety improvements

74. Peachgrove Road is located in Hamilton East and the site is adjacent to the frontage of Hamilton Boys High School (western side) and Peachgrove Intermediate School (eastern side).

75. The immediate land use adjacent to the project extent is residential, with some studio/apartment accommodation on the eastern side of the road and an early childcare centre.

76. The location of the site and adjacent schools is shown in **Figure 17** below.

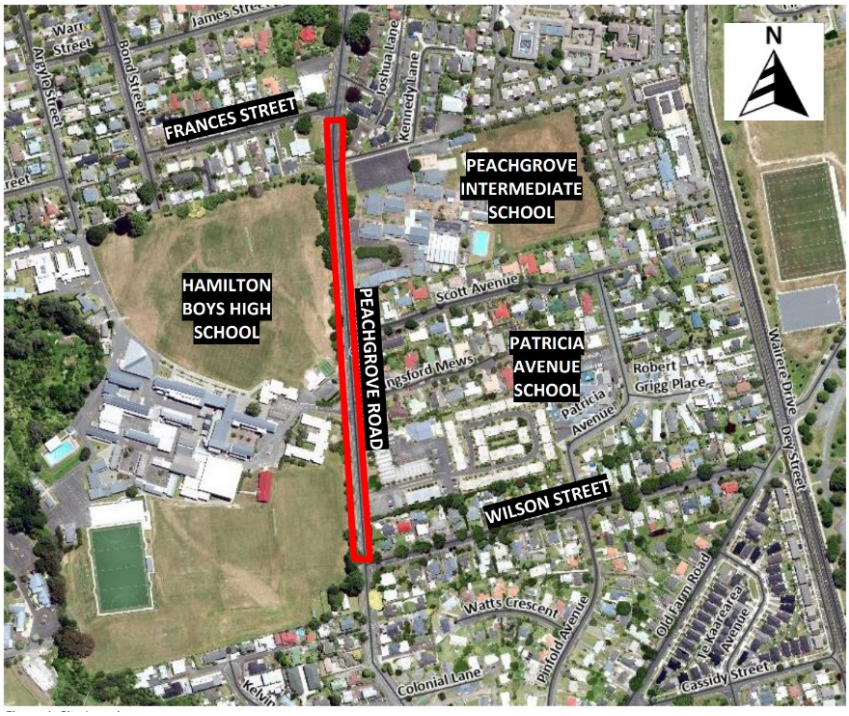


***Figure 17**: Peachgrove Road between Wilson Street and Frances Street is the proposed site for safety improvements*

77. This section of Peachgrove Road has high active mode user demand, especially during school peak hours. Unfortunately, there is insufficient safe space along the school frontage to accommodate for all the Hamilton Boy's High School (HBHS) students accessing and leaving the school along with the students from Peachgrove Intermediate. Students from HBHS cross Peachgrove Road at multiple locations as there are no nearby priority crossings south of the HBHS school entrance, particularly near Wilson Street.

78. Car parking along Peachgrove Road is considered unsafe, which is underlined by the poor crash record in the area. Parents dropping off students have regularly been observed:

    i. parking illegally - on berms, double parked, parked in cycle lanes, parked in bus stops etc); and

    ii. doing U- turns following the drop off or pick up of students.

79. These activities combined with buses moving in and out of their stops create hazardous situations for students, particularly those attempting to cross Peachgrove Road as shown in the photos **Figures 18, 19 and 20** below.

Figure 18: *Cyclist trying to negotiate around bus and queued traffic*

Figure 19: *Vehicles U turning and double parked in Peachgrove Road*

Figure 20: *Students trying to cross Peachgrove Road between queued cars at Wilson Street.*

80. A ten-year crash data for the period 2015 to 2024, and including all available results for 2025 (as at June 2025), for the length of Peachgrove Road between Frances Street and Wilson Street indicates There have been 29 reported crashes in this area.

81. 21 of the reported crashes were non-injury, seven were minor injury and one resulted in serious injury. The serious injury crash involved a motorcyclist who lost control on loose gravel on the carriageway. The location and users involved in the crash as shown in **Figure 21** below.

Figure 21: *Crashes on Peachgrove Road between Wilson Street and Francis Street for the period 2015 to June 2025.*

82. Of the minor injury crashes, three involved pedestrians and one included a cyclist who were students:

    i. a student was struck by a vehicle when crossing the road during school peak hour in the afternoon;

    ii. one involved a child who exited a parked car on broken yellow lines and abruptly crossed the road and was struck by an oncoming car;

    iii. a student crossed Peachgrove Road, in between two stationary buses, and was struck by an oncoming vehicle; and

    iv. a student crossed the signalised crossing as the light changed to green for traffic. A driver then struck the cyclist.

83. Car parking demand along the entire section Peachgrove Road, between Frances Street and Wilson Street, was surveyed between 4 July 2025 and 10 July 2025.

84. The area adjacent to the HBHS fields had 586 vehicles parking in this location between Monday to Friday. 82% of these vehicles parked for less than 30 minutes, indicating car parking turnover is predominately associated with picking up and dropping off students from the adjacent schools.

85. Pedestrian and cyclist counts were undertaken between 4 June 2025 and 10 June 2025. Table 1 below shows the total counts for a school weekday (Thursday 5 June 2025, between for a 12-hour period between 7:00am to 7:00pm).

Table 1: **Pedestrian and Cyclist Counts 5 June 2025 (12 hours, 7:00am to 7:00pm)**

Location #	Location	Pedestrian Count	Cyclist Count*
1	Crossing Frances Street	138	139
2	Crossing Peachgrove Road near Frances Street	19	-
3	Crossing Peachgrove Road (near Peachgrove Intermediate)	232	-
4	Crossing Scott Avenue	184	-
5	Crossing Peachgrove Road South of Scott Avenue	100	-
6	Crossing Peachgrove Road North of Wilson Street	233	-
7	Crossing Peachgrove Road South of Wilson Street	58	-
8	Crossing Wilson Street	199	55

**Total cyclists both on road and on footpath travelling north/south on Peachgrove Road, including the movements on side roads.*

86. The highest pedestrian crossing counts are located adjacent to Peachgrove Intermediate and north of Wilson Street, being 232 and 233 total movements respectively.

87. The highest cyclist count is near Frances Street, totalling 139 movements (including Frances Street) throughout the 12-hour survey period. It was noted that 29% of the cyclist count was surveyed to be on the footpath, potentially indicating that cyclists are not comfortable using the unprotected on-road facilities.

88. A site inspection was completed on 12 June 2025 between 8am and 9am. During the visit there was heavy rainfall. The following observations were made:

    i. Peachgrove Road was busy with a lot of drivers dropping off students. Drivers were observed to park in all the on-street car parking spaces. When these spaces filled up, drivers were observed to park on the cycle lane to drop off students;
    ii. driver speeds were observed to be low due to congestion and high traffic volumes. After dropping off students, multiple drivers were observed making U-turns/3-point turns on Peachgrove Road;
    iii. the number of students walking and on bikes was observed to be high. There was low on road cycling demand, potentially due to cycling lanes being blocked by parked cars;
    iv. pedestrians were observed to cross Peachgrove Road at random locations, between Wilson Street and the HBHS main access. This typically coincided when traffic was at a standstill on Peachgrove Road;
    v. students were observed to cross the HBHS fields at random locations when accessing the school; and
    vi. students were observed to cross Peachgrove Road randomly near the Clyde Street intersection, not utilising the signal priority crossing located at the intersection.

89. Requests for improvements in this area have been repeatedly received from HBHS representatives including a presentation in the public forum of the 28 November 2024 Infrastructure and Transport Committee.

90. Several meetings have been held with the schools in the area, namely HBHS, Peachgrove Intermediate School and Patricia Avenue School.

91. HBHS were previously consulted with as part of the East Pathways programme in late 2023. The HBHS principal and deputy principal had concerns regarding the operation of the school access, concerns over illegal parking and the safety of students crossing Peachgrove Road. The school was strongly in support of car parking removal to alleviate some of these concerns.

92. In April 2025, HBHS was met with again by the project team (noting the school has a new principal since 2023). Similar issues were discussed noting the same concerns as last time and support from the school to remove on-street car parking. The school was in support of shared paths outside the school to provide more space for students. Additionally, the school discussed plans for a new fence to be installed along the frontage of the fields (which as of the date of this report has now been constructed).

93. On 20 August 2025, all three schools attended a workshop to review and discuss the preferred design in more detail and make sure any changes or alternatives had not been overlooked. At this workshop Principals of the three schools attended as well as Board of Trustee members for both Peachgrove Intermediate and HBHS.

94. The consensus at the workshop was that they were '*happy/very happy'* with the design. There were some improvements suggested:

95. The trustees and school staff at the workshop all agreed that a key success factor for this project would be understanding where the best locations for '*pick up and drop off*' would be in the future and good communication with parents prior to delivery of the project. They noted:

    i. At this present time, the amount of pick up and drop off that can happen on Peachgrove Road is very limited. The area outside Peachgrove Intermediate is not legal parking - it's a cycle lane. The area to the south near Wilson Street is normally parked up by the time school drop off happens and is parked until after picking up time, they felt the removal of on-street parking would not be significant.

    ii. Though the change in parking availability is relatively small, that it will seem like a big issue to parents who have become accustomed to parking in this area regardless of whether this is legal or not.

    iii. Council will need to undertake further parking surveys and do more work to understand the best locations to recommend for pick up and drop off areas, noting that this would also require work from the schools themselves to help reinforce good practice and minimise impacts on nearby residents.

    iv. '*Kiss and drop*' facilities were briefly discussed and dismissed as most had seen operations at other locations that were not successful. It was felt with Peachgrove Intermediate and HBHS rolls totalling nearly 3000 students any facility would be chaotic, particularly in the afternoons.

    v. The aim of dispersal and directing parents to pick up and drop off locations that make sense in relation to where they were coming from and going to was supported, noting the need for more work to understand this. Examples were given where parents already did this.

    vi. Parking for sports events at HBHS need more consideration.

    vii. The Principal of Patricia Avenue School supports the planned changes to Peachgrove Road, but did raise significant concerns about the potential for increased use of Scott Avenue, Patricia Avenue and Wilson Street as a drop off and pick up 'loop' noting that the existing parking and width of the road already made this area a challenge for the school and residents of Patricia Avenue. The Principal does not want any further pick up and drop off in this area.

    viii. There are a few locations where students feel unsafe walking through or near-by with reports of theft and intimidation from member of the public.

96. The schools indicated a desire to continue to work with HCC staff on the issue of drop off and pick-ups, recommending close liaison with HCC's Communications team. However, HBHS noted that they would need more certainty over the delivery of the project before they would start encouraging the wider faculty and students to work with HCC as they did not want to '*raise expectations*' unless there was certainty about the project.

97. There is strong consensus was that the project is needed, and it will transform the amenity and safety of the area. All workshop attendees are supportive of the preferred design, though noting the need for the above feedback to be considered carefully as part of the overall project development.

98. A series of options for improvements to this section of Peachgrove Road have been developed and evaluated. The following components were considered **'constants'** that needed to be included in all of the options:

    i. **Relocation of HBHS bus stops to south of their main entrance:** There is an existing 130m long bus stop located north of the main HBHS entrance. This will be relocated south to avoid conflict with the proposed Peachgrove Intermediate bus stops where kerbs are to be built out. If this bus stop facility is not moved south, realignment must be omitted from the design.

    ii. **New signalised pedestrian crossing in Peachgrove Road north of Wilson Street:** There are the highest numbers of active mode users crossing the section of Peachgrove Road between Wilson Street and the HBHS entrance which justifies the need for a mid block crossing here.

    iii. **Retain and upgrade the existing Peachgrove Intermediate at grade signalised pedestrian crossing:** This crossing is well utilised by students for HBHS and Peachgrove Intermediate and will be retained/upgraded in all options.

    iv. **Tighten the kerblines at the HBHS access:** The existing entrance into HBHS is wide and considered unsafe for pedestrians and cyclists to cross. The current layout also encourages illegal parking.

    v. **Minor realignment to the bus stop just south of Frances Street:** The existing bus stop located opposite Peachgrove Intermediate is not aligned well for bus drivers to exit the bus stop. This project will capture a minor improvement to this bus stop to realign the kerb better.

    vi. **Removal of parking required along HBHS frontage:** The main safety concern of the project is the operation of the existing car parking on Peachgrove Road, along the frontage of HBHS. Drivers are parking unsafely (i.e. on cycle lanes) and undertaking dangerous U-turns on Peachgrove Road in peak hours. The project scope will likely include kerb realignment to provide space behind for shared paths and removal of car parking. Retaining car parking outside the HBHS frontage will not address the significant safety issues in this area.

99. The following two options were considered the most appropriate for this location:

    i. **Option 1 (Safest):** The implementation of the **'constants'** listed in the previous paragraph with the signalised pedestrian crossing being on a raised safety platform along with:

        a) **full shared paths both side of road with full kerb realignment** (both sides of Peachgrove Road between Wilson Street and Frances Street);

        b) **side road set back zebra crossings with raised safety platforms at HBHS entrance, Kingsford Mews, Scott Avenue and Wilson Street**.

    This recommendation is also in line with the Eastern Pathways School Link SSBC, prepared in 2021. The business case recommended similar active mode/public transport upgrades to this section of Peachgrove Road, which were identified through a multi-criteria analysis (MCA) process and, at that time, was supported by the community and stakeholders.

    Estimated costs for this work is $5.0 million and a concept visualisation of the proposal is shown below in **Figure 19** below.

Figure 19: *Concept plan of raised signalised pedestrian crossing across Peachgrove Road just north of Wilson Street along with shared paths on both sides of Peachgrove Road (Wilson to Frances) and intersection treatment at side roads.*

ii. **Option 2 (Safest):** The implementation of the **'constants'** listed in the previous paragraph with the signalised pedestrian crossing being at grade along with::

   c) **full shared paths both side of road with full kerb realignment** (both sides of Peachgrove Road between Wilson Street and Frances Street);

   d) **side road set back zebra crossings with raised safety platforms at HBHS entrance, Kingsford Mews, Scott Avenue and Wilson Street**.

iii. Estimated costs for this work is $4.8 million and is shown below in **Figure 20** below.

Figure 20: *Concept plan of at grade signalised pedestrian crossing across Peachgrove Road just north of Wilson Street along with shared paths on both sides of Peachgrove Road (Wilson to Frances) and intersection treatment at side roads.*

100. The key point of difference between the two options is whether the proposed signalised pedestrian crossing on Peachgrove Road just north of Wilson Street has a raised safety platform included or not.

101. The direction from Elected Member briefing held on 6 August 2025 was that Option 2 without the raised safety platform in Peachgrove Road at the proposed signalised pedestrian crossing was the preferred option.

102. Elected Members also requested that staff continuing working with the schools to identify options for 'park and stride' drop off / pick up locations which are close enough to the school to students to walk but far enough away to not add to the traffic volumes in front of the schools.

103. An implementation plan will be developed with the schools which will include activities such as:

    i. Education on the reasons for the changes;
    ii. provision of additional bike and scooter parking at various entrances to the schools;
    iii. ongoing skills training for biking and scooting for the students; and
    iv. promotion of the Park and Stride facilities.

104. The indicative funding currently approved for this project at the 11 March 2025 Infrastructure and Transport Committee meeting was $3.0 million while the estimate for the preferred option is $4.8million . It is expected that there will be cost savings made in the overall Minor Transport Improvements programme that will be sufficient to cover the potential $1.8M shortfall.

105. Progress updates on the Minor Transport Improvements Programme including financial information will be provided at future Infrastructure and Transport Committee meeting (or its future equivalent). This will allow Elected Members to make ongoing decisions around the use of any savings made in the delivery of completed projects at that time.

106. It is therefore proposed that approval be given at this stage for the macroscope design for this project so that work can continue in the development of designs and community consultation and engagement. A further report to a future Infrastructure and Transport Committee meeting (or its future equivalent) for final approval to proceed with construction.

107. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 3).**

Peachgrove Road and East Street safety improvements

108. The intersection of Peachgrove Road and East Street is a crossroads located almost centrally between the Claudelands Woolworths supermarket (approximately 250m south) and Southwell School (approximately 200m north).

109. The immediate land use adjacent to the intersection is residential, with a few commercial shops located on the north-eastern corner of the intersection. There is a rail track located 135m south of the intersection with an at grade level crossing across it across Peachgrove Road.

110. The alignment of the crossroads is such that there is poor visibility looking south, from the western side of East Street. Both approaches of East Street have Give Way controls in place for vehicles accessing into Peachgrove Road.

111. The site location is shown in the **Figure 21** below:

Figure 21: *Location and layout plan for Peachgrove Road and East Street intersection*

112. Given the crossroads intersection format and control, there is high potential for crashes to occur as Peachgrove Road has approximately 12,300 vehicles per day (2023). It is especially difficult for drivers to find safe gaps when turning right out of East Street (west).

113. Peachgrove Road is a popular school route catering for a large number of students moving to and from the various schools in the area including Peachgrove Intermediate School and Hamilton Boys High School and Southwell School.

114. East Street (west) is a wide road which makes it difficult for active mode users to cross, especially vulnerable users such as school students. East Street (east) also has no formal crossing facility available for active mode users apart from a narrow splitter island. Pedestrians have no dedicated or clear pathway through the parking outside the shops.

115. **Figures 22 and 23** below illustrate the numbers and locations of where pedestrians and cyclists are moving/crossing currently in the general vicinity of this intersection.

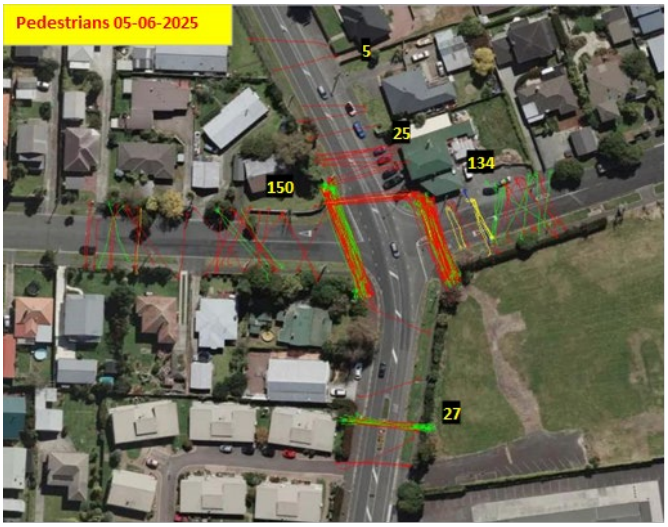


Figure 22*: Location and number of pedestrians crossing Peachgrove Road and East Street*

Figure 23: *Location and number of people on bikes cycling along and across Peachgrove Road and East Street.*

116. There is a large section of empty land on the southeastern corner which a developer has undertaken a pre-application with council for 33 properties within the site. It is expected the access for this development will be off East Street and to generate 200-300 extra traffic movements per day though the Peachgrove Road/East Street intersection when completed.

117. The intersection has had 14 reported crashes in the past 10 years, five of which resulted in minor injuries. The minor injury crashes all involved vehicles. These included two loss of control type crashes, a rear end crash, a U-turn crashes and a driver crashing into a stationary vehicle turning right.

118. **Figure 24** below illustrates the location of the crashes.

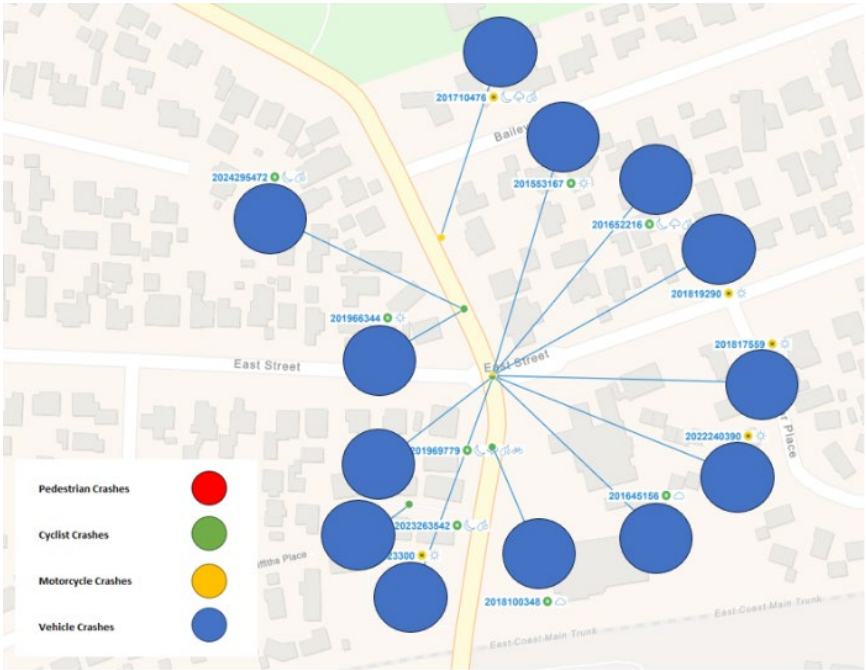


Figure 24: *Crashes in the vicinity of the Peachgrove Road and East Street intersection*

119. There are currently five local bus routes that operate on Peachgrove Road. These are:

    i. 4N Flagstaff
    ii. 21 Northern Connector (Regional)
    iii. 23 Raglan (Regional)
    iv. 24 Te Awamutu (Regional)
    v. O Orbiter (Frequent)

120. Peachgrove Road is also part of the Over Dimension (OD) route for large indivisible loads such as houses.

121. The key concerns identified for the site are consistent with community feedback and requests for change at this site and relate to the limited sight distance at East Street (west). The limited visibility impacts both right turning drivers out of East Street (west) as can be seen in **Figure 25** below and active mode users crossing East Street (west).

Figure 25: *Right turning vehicles out of East St (west) have difficulty seeing approaching vehicles on Peachgrove Road*

122. A count of traffic movements at the intersection were undertaken on 2 June 2025 between 7am and 7pm and **Figure 26** below illustrates the number of vehicles turning into and out of Peachgrove Road and East Street. It also shows that despite the difficulty of the right turn out of East Street (west) this is still a manoeuvre that is regularly completed.

Figure 26: *Traffic movement counts for the intersection of Peachgrove Road and East Street*

123. Several options were considered for improving the safety performance at this location and providing improved levels of service for people walking and cycling in the area. This included installation of a roundabout or traffic signals but these options were discounted due to costs and due to concerns that this type of treatment could result in an increase in traffic utilitising East Street (west) and be hard to implement without significant impact on parking for the shops.

124. Early engagement has been undertaken with the shop owners and the businesses. There was support for improvements to be undertaken to reduce the number of crashes and near hits that they observe on a regular basis. Provision for dedicated mobility parking was requested and there was support for the proposed kerb build out which would provide a clear location for pedestrians to move between parked vehicles. Loss of parking was a concern but it is noted that currently the parking is very haphazard and not efficient use of the space. Options for some time limited parking in East Street (east) can be explored as part of the detailed design process.

125. The proposed kerb build out and an upgraded crossing facility on East Street (east) outside the shops would look similar to that in place at the shops on the corner of Silverdale Road and Nevada Road and is shown in the **Figure 27** below. The opportunity for installing planting, bike racks and seats have also been discussed with the shop owners.

Figure 27*: Kerb extension at shopping area on corner of Silverdale Road and Nevada Road*

126. The following two options were considered the most appropriate for this location:

    i. **Option 1 (Preferred) -** Kerb buildouts and new crossing facility East Street (west), signalised midblock crossing across Peachgrove Road and kerb buildouts and new crossing facility East Street (east) including formalisation of the parking at the shops. Estimated costs for this work is $1.05 million and the improvements are shown in **Figure 28** below.

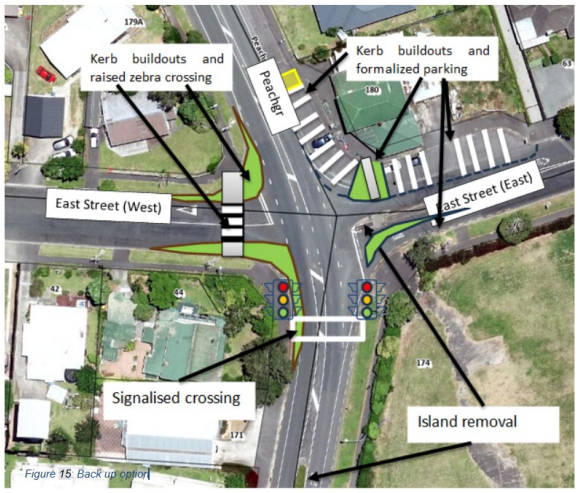


Figure 28: *Option 1 Proposed improvements at intersection of Peachgrove Road and East Street*

ii. **Option 2 (Alternative)** - Turning restrictions out of East Street (west), traffic calming East Street (west), kerb buildouts and new crossing facility East Street (East) including formalisation of the parking at the shops, signalised midblock crossing across Peachgrove Road. Estimated costs for this work is $1.05 million and the improvements are shown in **Figure 29** below.

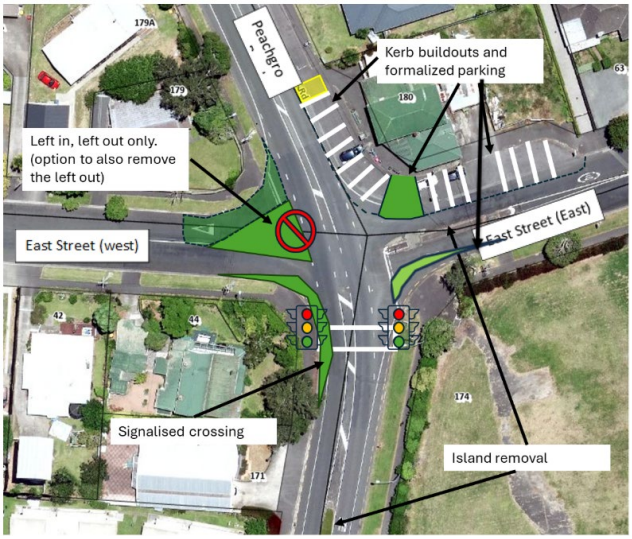


Figure 29: *Option 2 Proposed improvements at intersection of Peachgrove Road and East Street*

127. The key point of difference between the two options is the treatment of the East Street (west) entrance onto Peachgrove Road and the potential management of turns out from this approach – which could be either a ban on right turn out only OR ban on both left and right turn out.

128. The potential restriction of turning movements (no exit or left in/left out only) addresses the safety issues and could help remove rat-running on East Street. Less traffic entering the intersection would also help lower the risk of crashes occurring.

129. However, this option does have potential for impacting other streets in the general area and therefore a final decision on the treatment of East St (west) needs to be made after consultation with all potentially impacted properties is completed. The extent of the consultation is shown in **Figure 30** below:

Figure 30: *Proposed area for consultation on Option 2 turning movement restrictions out of East Street (west) into Peachgrove Road*

130. The direction from Elected Member briefing held on 6 August 2025 was that there was support for the proposed improvements at this intersection but they agreed that the consultation outcomes would be crucial to finalising the treatment for East Street (west).

131. It is therefore recommended that approval be given for **Option 2** with turn bans out of East Street (west) subject to the outcome of public consultation. If there is not majority support for **Option 2** then the **Option 1** treatment of East Street (west) i.e zebra crossing on raised safety platform with kerb buildouts would be implemented instead.

132. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report **(Attachment 4).**

133. **Financial Considerations - *Whaiwhakaaro Puutea*** Funding for the proposed work is available from the 2024-34 Long-Term Plan Minor Transport Improvements budget approved at the 28 November 2024 and 11 March 2025 Infrastructure and Transport Committee meetings.

134. The proposed works for Peachgrove Road (Frances to Wilson) formed part of the Eastern Pathways Schools Link project and therefore will enable capitalisation of the business case and design work previously completed for that section. If the project does not proceed, this work will have to be expensed against operational budgets.

135. Progress and expenditure reports will be provided at future meetings to enable Elected Members to track the implementation of the Minor Transport Improvements Programme.

Legal Considerations - *Whaiwhakaaro-aa-ture*

136. Staff confirm that recommendations comply with Council's legal and policy requirements.

Risks – Tuuraru

137. There are no risks identified for the recommendations made within this report.

138. If the recommendations are not approved there will be delays in the implementation of the 2025/26 programme of works and delays in receiving the New Zealand Transport Agency funding that is anticipated for the Ulster Street / Abbotsford Street intersection.

Strategic Considerations - *Whaiwhakaaro-aa- rautaki*

139. Everything we do is aimed at improving the wellbeing of Hamiltonians. Council has been working alongside our community to understand what people in our city want the future of Hamilton Kirikiriroa to look like as represented by our five priorities.

140. The promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future is expressed through Council's key strategies.

141. The proposed recommendation will align with Council key documents, as identified in the Governance Structure, in the following ways.

Significance and Engagement Policy	Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance A specific engagement and communication plan will be developed as part of the delivery of each of the projects with this programme. Given the low level of significance determined, the engagement level is low for the matters presented in this report and no engagement is required at this stage.
He Pou Manawa Ora - Pillars of Wellbeing	**POU TWO: He Pou Toorangapuu Maaori | Pillar of Unity** The project plans that will be developed for this programme of work will include how we can effectively engage with tangata whenua.
Our Climate Future Te Pae Tawhiti o Kirikiriroa	Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation or emissions assessment is required at this stage. The Transport team have worked with the Sustainable Communities team and determined that it is not possible to complete a technical assessment for emissions reduction for these projects. We alternatively identified that there will be the following benefits for the environment (including emissions reductions in many cases) from the provision of a safe connection for people in the adjacent communities to have access to schools, churches, shops, libraries without the need to use a private vehicle. For the delivery of the projects we are also looking at opportunities such as: i. understanding the embodied carbon in the materials we are using and seeing if there are lower impact options; ii. looking for contractors who have good environmental practices including recycling of materials etc; and iii. coordinating the improvement works with other planned maintenance and renewal works to minimise impact on travelling public and temporary traffic management activities.

Disability Action Plan	The projects outlined in this report will assist people with mobility challenges to be able to safely cross roads to access key services such a public transport and retail services.
Access Hamilton	Staff recommendations support the following outcomes set out in the Access Hamilton Strategy: i. A safe transport system – safety and harm reduction are the top priority; ii. Climate change – creating a low carbon transport system; iii. Enjoyable and liveable city – the way we move can contribute to this; iv. Environmental responsibility – our transport system should lessen our negative impacts on the environment; v. Genuine travel choices – providing a range of transport options. These choices mean that everyone can access various parts of the city when they want to by a range of modes, and support mode shift and the benefits this brings; vi. Inclusivity – we want to promote a fair transport system that allows all residents and visitors to safely and reliably access their preferred destination based on their individual needs; vii. Thriving business and economic growth; and viii. Supports quality growth and urban development.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Abbotsford Street and Ulster Street - intersection and pedestrian safety improvements.

Attachment 2 - Ruakiwi Road - pedestrian safety improvements.

Attachment 3 - Peachgrove Road (Frances Street to Wilson Street) safety and public transport improvements.

Attachment 4 - Peachgrove Road and East Street - intersection and pedestrian safety improvements.

Project Report

Ulster Street/Abbotsford Street Intersection Safety Improvements

2025/26

Hamilton City Council
Te kaunihera o Kirikiriroa

WHERE?

Figure 1 Site location

The intersection of Ulster Street and Abbotsford Street is located in Whitiora. The intersection is near to FMG Stadium and is located within the urban growth area. Ulster Street is an urban connector that links the Central City to the northern suburbs. The intersection is used by school children accessing Whitiora School, and local residents making daily trips including accessing bus stops on Ulster Street.

The intersection is adjacent to FMG Stadium and provides a link to the Te Awa River Ride shared path.

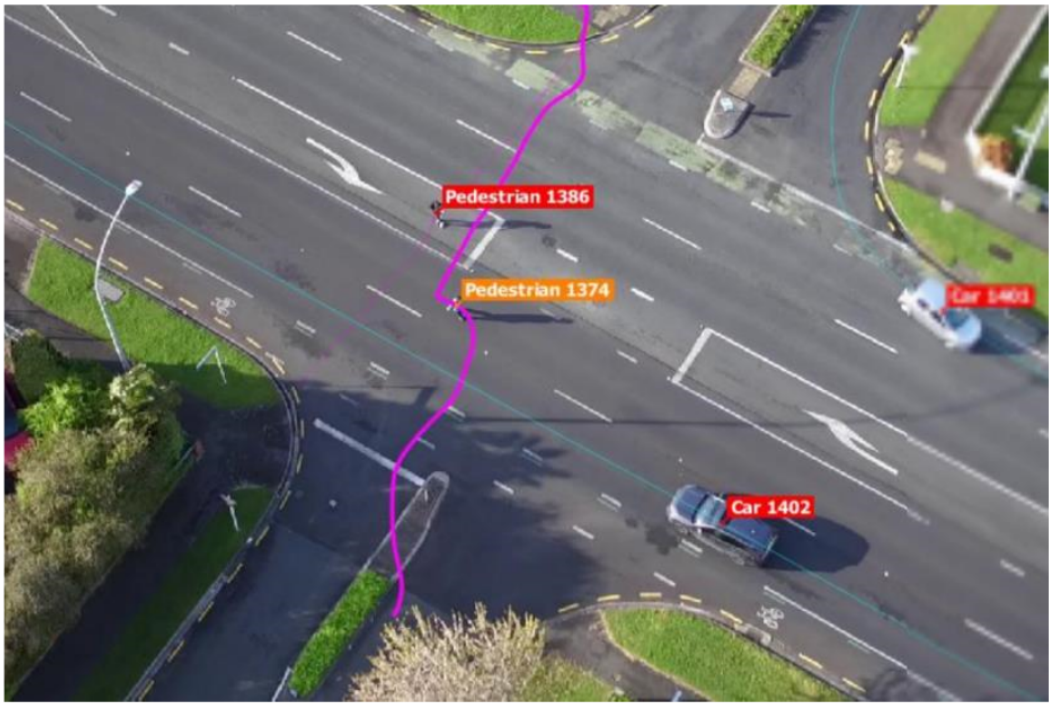
The project was part of the Low-Cost Low Risk (LCLR) programme in FY2023/24, however, was deferred to the 2024-27 LTP period. The objectives of these projects are to improve the overall safety of the intersection and improve accessibility.

WHAT'S THE PROBLEM?

Residents and business owners have requested improvements to address dangerous conditions for pedestrians and frequent crashes. Crashes are failure to give way mainly from side road vehicles having to turn right out/ straight across 4 lanes of traffic travelling at 60km/h.

Whilst the speed limit on Ulster Street is 60 km/h, vehicles are often observed exceeding this, particularly westbound traffic who are accelerating from the Whitiora traffic Signals.

Pedestrians crossing Ulster Street must cross 4 lanes of traffic, while attempting to judge safe gaps in high volumes of fast-moving traffic. Median refuge islands are located 85 m either side of the intersection and are too far from the desire lines for crossing the road. In addition, the islands are too narrow to safely accommodate pedestrians particularly with prams, wheelchairs or mobility scooters or travelling in groups (such as parents with children). The result is pedestrians (including school children) taking high risks, crossing at the intersection and using the flush median/ right turn bay as a waiting place.



In addition, it is difficult for side road drivers to find safe gaps in 4 lanes of traffic and has resulted in a high number of 'failure to give way' crashes and near misses. Several of these crashes have resulted in serious injuries.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

There is an ongoing pattern of failure to give way crash issue and this is due to side road vehicles wanting to turn right out / or straight across, having to judge gaps in 4 lanes of high-volume traffic travelling at 60 km/h. In addition, without a crossing facility, the likelihood of a pedestrian crash resulting in death or serious harm is high. A crossing facility could also improve side road vehicles being able to turn safely, however, this depending on the type of crossing facility being proposed.

Data from the Waka Kotahi Crash Analysis System (CAS), the High-Risk Intersections Guide (HRIG), staff observations, public and stakeholder feedback, show that the intersection is high risk to both pedestrians and vehicle occupants.

The current intersection has a poor safety record. Between 2015 and 2024 there have been 28 crashes recorded at the intersection including 13 injury crashes corresponding to a social cost of $5,673,400.

ROAD DATA

This intersection is a 4-legged Priority (Give Way) controlled intersection and has the following characteristics:

- The posted speed limit is 60km/hr . Observed peak hour operating speeds are approximately 50km/h for each direction of travel.
- There are no pedestrian crossing facilities for pedestrians crossing Ulster Stree
- There are pedestrian footpaths on all approaches.
- The overall site width boundary to boundary is 20 m (Abbotsford) or 30 m (Ulster).

- Abbotsford Street
  - Is a 2-lane road
  - Has no dedicated cycling facilities
  - Has pedestrian refuge islands at the intersection
- Ulster Street
  - Is a 4-lane road with a flush median and right-turn bay.
  - Has painted on-road cycle lanes.
  - Has pedestrian refuge islands approximately 85 m away from the intersection

The Comet and #21 bus routes currently serve Ulster Street. Bus stops are located midblock north and south of Abbotsford Street. Bus stops are closely spaced (~250) and the Comet route study identified that consolidating the nearby stops would improve efficiency and that the unsafe/uncomfortable access discouraged bus use.

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as transport corridors but are also places where people spend time and interact with their surroundings. The current road ONF is listed below:

Road Name	ONF	Estimated AADT (veh/day) & HV
Ulster Street	Urban Connector (M1,P3)	15,000 (est.2023), 5% Heavy
Abbotsford Street (east)	Local Street (M5,P4)	2,600 (est.2021), 2% Heavy
Abbotsford Street (west)	Local Street (M5,P4)	2,700 (est.2021), 4% Heavy

Table 2 One Network Framework & Volume of Traffic

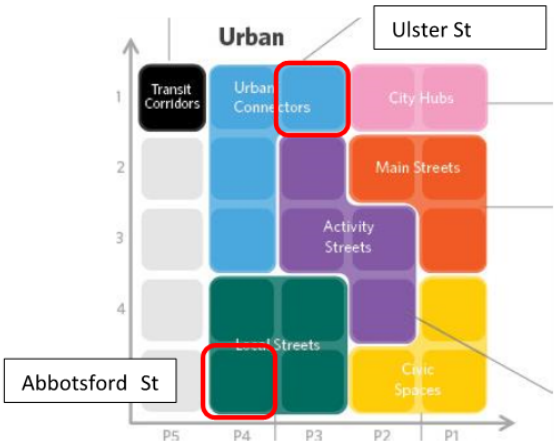


Figure 2: Ulster Street and Abbotsford Street within the One Network Framework for 2035

Within Hamilton's Strategic Network for Biking and Micromobility, Abbotsford Street is identified as a Local Link, intended to incorporate *"Speed management treatments on local roads and quieter collector roads to integrate with the Tier 1 and 2 networks."*. Abbotsford Street currently meets this intended function with traffic volumes and speed low enough to enable cycling on road by people of all ages and abilities. However, the crossing of Ulster Street is unattractive for users and not suitable for all ages and abilities.

Ulster Street is identified as a Cross City Connection, intended to *"Connect key activity clusters with separated bike lanes"*. Ulster Street does not currently meet this intended function. However, painted on road cycle lanes accommodate more confident riders.

CRASH HISTORY

Between 2015 and 2024 there have been 28 crashes recorded at the intersection:

- 2 crashes resulted in serious injuries,
- 11 crashes resulted in minor injuries, and
- 15 crashes did not cause injuries
- The estimated social cost of the recorded crashes at the intersection is $5,673,400.

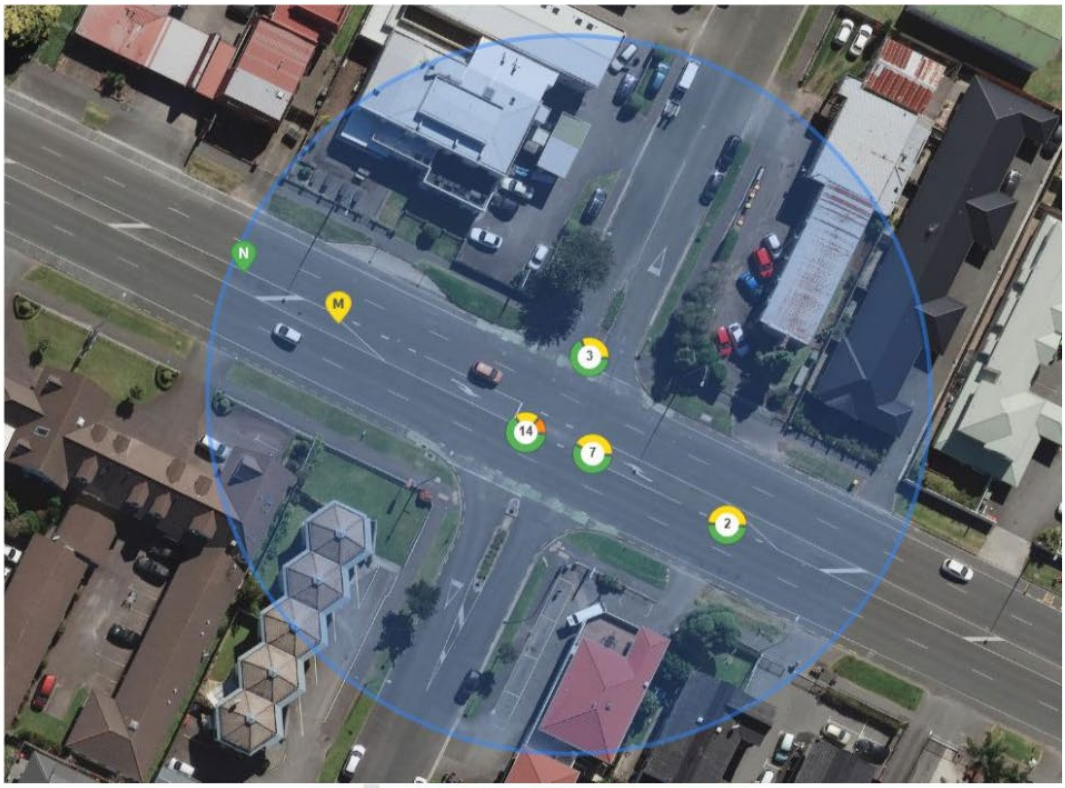


Figure 2: Recorded crashes (2015 to 2024) NZTA CAS

Both serious injury crashes involved vehicles travelling straight through on Abbotsford Street colliding with vehicles on Ulster Street. Six of the minor injury crashes involved vehicles travelling straight through on Abbotsford Street colliding with vehicles turning to or from Ulster Street.

These movements are over-represented in the crash record. Crossing and turning movements are <8% of peak period traffic, but represent 62% of injury crashes/

Several crashes have also been recorded between the intersections and the nearby pedestrian refuge islands. It's worth noting that a short distance to the south of the intersection, there have been 2 injury crashes involving pedestrians crossing Ulster Street,1 serious, 1 minor. This demonstrates the high risk that exists at this location and the need for safe crossing provisions.

PEDESTRIAN & CYCLE DATA

This intersection forms an important walking link across Whitiora, particularly for trips to or from FMG Stadium, Whitiora School, Te Awa River Ride, and bus stops on Ulster Street. There are on-road cycle lanes along Ulster Street.

3 surveys were undertaken

- 10th October 2023- Staff observation
- 10th October 2023 -Video Camera data collections
- 15th August 2024 – Staff observation

Observations 10 October 2023

Walking and biking counts were completed on between 0750 and 0850 and between 1645 and 1745. The results are displayed below.

Observed biking volumes were higher eastbound (towards the city centre) in the morning and higher westbound (away from the city centre) in the evening. Observed walking volumes were higher on the southern side of Ulster Street in both observation periods.

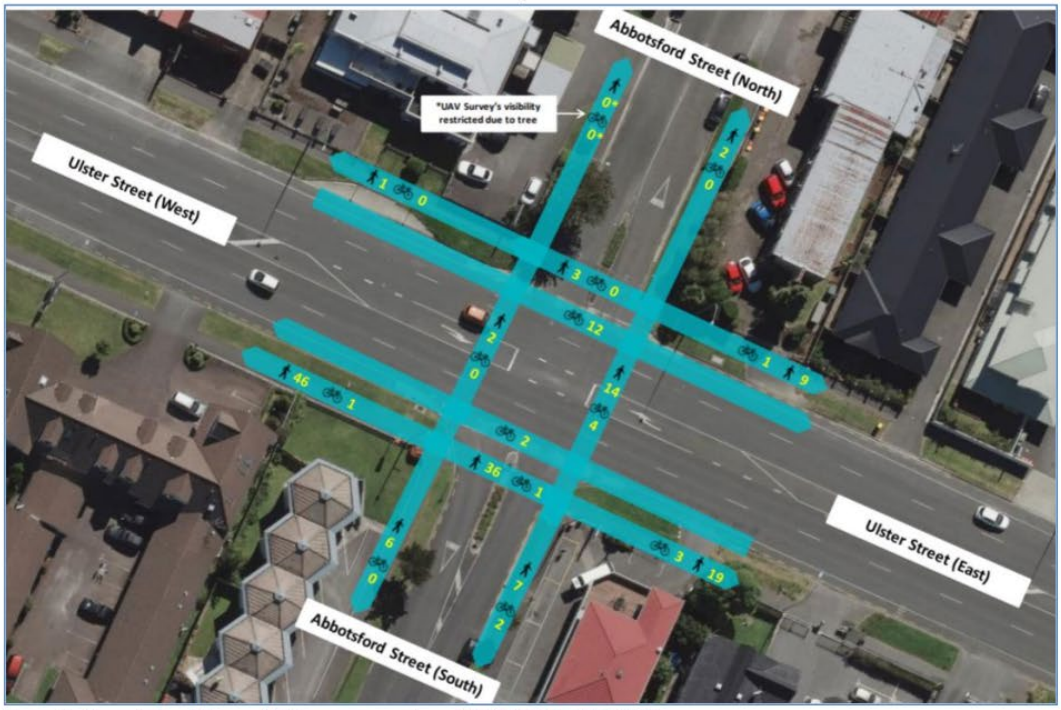


Figure 3: Recorded walking and biking movements on 10/10/2023, 0750-0850

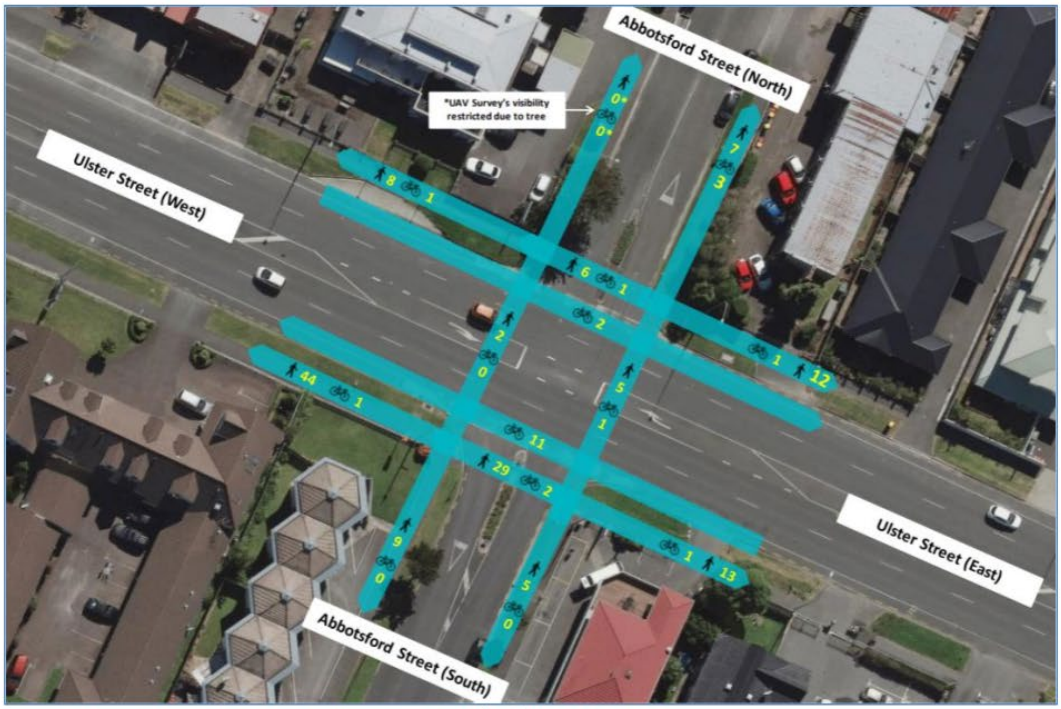


Figure 4: Recorded walking and biking movements on 10/10/2023, 1645-1745

Observed walking routes across Ulster Street were dispersed along the street, however crossings were more likely to be observed east of Abbotsford Street (note that, in the image below, east is on the left). Observed walking routes across Abbotsford Street were concentrated at the existing formal crossings at Ulster Street.

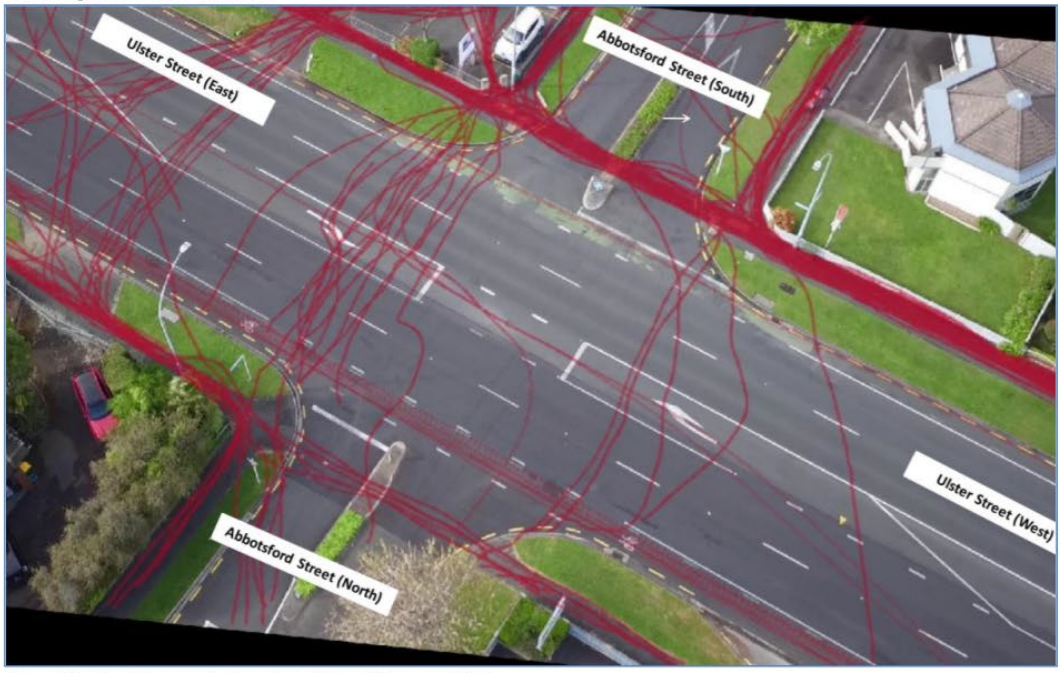


Figure 5 Indicative crossing locations for walking and biking.

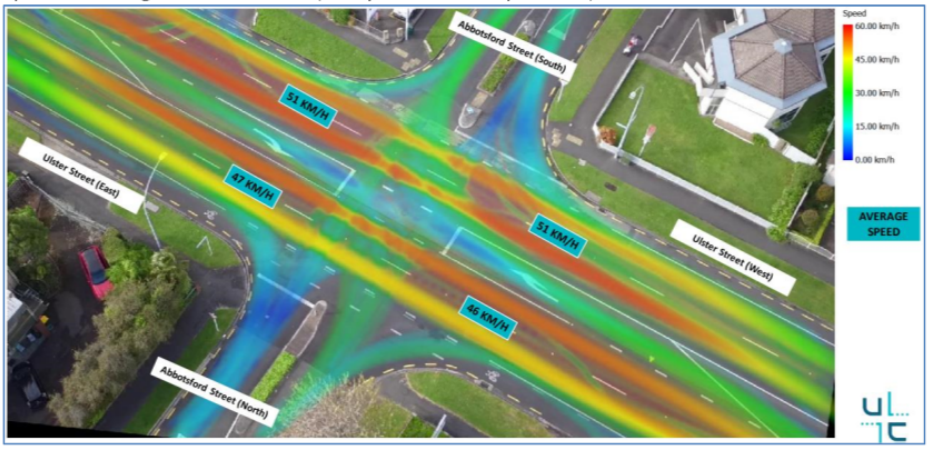
Observations 15 August 2024

Staff completed an additional pedestrian and cyclist survey on Thursday 15 August 2024 from 1500 – 1600 hours to observe school travel. Staff counted pedestrians who crossed Ulster Street at or between the existing refuge islands (80m north and south of Abbotsford Street). A total of

- 23 pedestrians crossed Ulster Street north of Abbotsford Street
- 25 pedestrians crossed Ulster Street south of Abbotsford Street

Summary of Observations

- Pedestrians do not consistently cross at the same location and frequently pause in the flush median and / or right turn bay.
- Staff observed multiple near hits due to drivers turning right or proceeding straight ahead from Abbotsford Street failing to give way to traffic on Ulster Street.
- Mean vehicle speeds on Ulster Street, even at peak hours, are approximately 50 km/h. Speeds are higher westbound (away from the city centre).



- During the one-hour school period on 15 August 2024, staff observed the following behaviour:
  - Five near misses due to drivers proceeding straight or heading right from Abbotsford Street failing to give way to vehicles on Ulster Street.
  - Drivers waiting to proceed straight or turn right from Abbotsford Street block the exit from Abbotsford Street causing delay to drivers behind wanting to turn left, which creates pressure to turn quickly when a gap may not be suitable.
  - Four primary aged children crossed Ulster Street unaccompanied.

COMMUNITY AND PUBLIC FEEDBACK

Hamilton City Council (HCC) have received complaints about the lack of safe opportunities to cross Ulster Street, including from Hamilton West MP Tama Potaka, Whitiora Primary School, StudyFit and Te Maapura.

The initial complaint received by HCC explained that "We have genuine concerns over the safety of our tauira [students] who live and play on Ulster Street. We do a regular walking school bus four days a week along this street and it is extremely dangerous to cross in its current state. There is one electronic crossing at the intersection and this alone is insufficient for the families who live in the vicinity. There are several small pedestrian points (that are fairly battered and small enough for only several people at a time) that simply do not provide the ability for children to cross safely. The speed at which people travel along the street is also a concern, in what is now a densely populated area of housing."

Hamilton West MP Tama Potaka posted a video on Facebook on 18 April 2023 with the following text, "*As the MP for Hamilton West, I am deeply concerned about the safety of children in emergency housing on Ulster Street. Everyone in Hamilton West deserves a safe environment to grow up and grow old in. We need to implement infrastructure for safety on Ulster Street to make it a safer place for all.*".

Whitiora School is located on Abbotsford Street south of Ulster Street, with some students travelling from the north side of Ulster Street. HCC's School Travel Planning Team have been working with Whitiora School. A survey completed by whanau and tamariki from the kura found that their main safety concern was the lack of safe crossings, with Ulster Street identified as the most unsafe location.

Previous requests sitting in our customer request system:

> Irene has been in to express her concern of the danger down Ulster Street. Has requested we put in some lights signalling people to slow down, as people go far too fast down that street. Also requesting pedestrian crossings to be put in as there is nowhere for people to cross safely. Traffic calming is needed in the area, especially towards the Fountain Motel. There are a lot of elderly residents in the area who catch buses. However, there is no safe crossings to get across the road once dropped
>
> Hi there, I work at one of the hotels close to the beetham golf course on ulster street and have noticed that there has been a concerning amount of car accidents occur which has been impacting a lot of the motels on ulster street and I think the best suggestion is to look at putting speed bumps before and after the corner by the beetham park golf course.

STAKEHOLDER IMPACT AND MITIGATION

Early Engagement with Stakeholders

Staff undertook public and stakeholder engagement based on Option 7A in late 2023.

Several stakeholders expressed support for the project including: StudyFit, Whitiora Primary School, Hamilton West MP Tama Potaka, Living Streets, Bike Waikato, Go Eco, Parents of Vision Impaired NZ, and Waikato Regional Council.

Waikato Rugby Union did not take a position on the project but noted that "if anything ... it will improve safety and access to the area around the stadium". NZ Police did not have any concerns about the project and suggested the speed limit on Ulster Street should be reduced to 50km/h.

FENZ raised concerns about the potential impact of the project on response times as Ulster Street is a key route for them responding to fires in both directions. Staff have since worked with FENZ to improve our understanding of FENZ emergency responses and how our projects can minimise impacts – including giving FENZ priority through signalised intersections and crossings.

The owner of Ulster Street Superette, Ulster Lodge Motel, and Motel Six provided feedback indicating their strong support and asking for several detailed changes. The owner has since contacted staff to provide videos of crashes and near misses at the intersection recorded from security cameras at the businesses and regularly contacts staff to follow up on the progress of the project.

Engagement Plan

Clear and accurate communication will be given to the key stakeholders. Informed stakeholders are likely to be more accepting of any inconvenience caused during construction. This communication will inform construction methodologies, traffic diversions and flexible working hours.

Each site has different types of immediate neighbour stakeholders, from businesses, schools through to residential housing. These stakeholders will be identified by the HCC staff and provide them with project scope, purpose of the project, project sketch plan with estimated time of construction.

Staff have already identified the following key stakeholder issues and potential mitigation at this site:

- **Motels**: Night works have the potential to be disruptive to moteliers and their guests. Night works can be scheduled in advance to allow moteliers to fill rear facing rooms first to minimise disruption.
- **School travel**: Students cross Ulster Street to access Whitiora school. Works can be coordinated to ensure a safe route through the works is available at the start and end of school with the most disruptive works completed in the school holidays.
- **FMG Stadium**: Ulster Street is used to access FMG Stadium during events. Works can be coordinated to ensure safe access through the site for pedestrians, drivers, and event buses on event days and to minimise any impacts on traffic capacity when road closures are implemented for events.
- **Peak period travel**: Ulster Street is Major Arterial route with high movement function and is especially important for trips between Te Rapa, Frankton, and the City Centre. Works can be coordinated to ensure that the most disruptive works are completed at lower traffic times such as interpeak periods, weekends, and/or school holidays.

Communication methods includes project signage, postal communications, face-to-face discussions with impacted parties, variable message boards (VMS) and two weeks' notice period dedicated for gathering public feedback. This gives all parties an opportunity to discuss processes and timeframes, and to try to mitigate any issues prior to the physical works commencing.

OPTIONS CONSIDERED

Staff developed and assessed 12 options for improvements at this intersection, which are listed below. Four options were advanced to the shortlist for greater consideration.

Option and Cost	Description	Discussion

1 P50 = $200k P95 = $240k	• Improve existing un-controlled crossing – kerb buildouts and larger refuge islands	**Risk:** • Option does not address failure to give way crashes for drivers from Abbotsford Street. • Option offers very little improvement for pedestrian experience. I.e. still exposed to 60 km/h passing traffic while waiting in median island. • Option still imposes a large detour on pedestrians, which will encourage users to cross informally closer to the intersection **Note:** • Due to the poor improvements offered for the key issues identified, this option has not been assessed further.
2 P50 = $400k P95 = $480k	• Uncontrolled crossing improvements – kerb buildouts and a larger refuge island that encompasses the intersection, which will impose turning restrictions at Abbotsford Street (LEFT IN/LEFT OUT)	**Risk:** • Restricts straight/right turn movements result in eliminating some crash types • May result in u-turning at end of island • Option offers only a small improvement for pedestrian experience. I.e. still exposed to 60 km/h passing traffic while waiting in median island.
~~3~~ Cost = N/A	• Un-controlled crossing	**Risk:** • Un-controlled crossings on multi-lane roads can cause 'masking' which results in pedestrians failing to give way if a driver in one lane has stopped. • Un-controlled crossings rely on drivers and pedestrians negotiating priority, which will be uncomfortable due to the high operating speeds. • Council receives regular complaints that existing courtesy crossings are not working well • Option does not address failure to give way crashes for drivers from Abbotsford Street. **Note:** • Due to the safety risks and poor public experience, this option has not been assessed further.

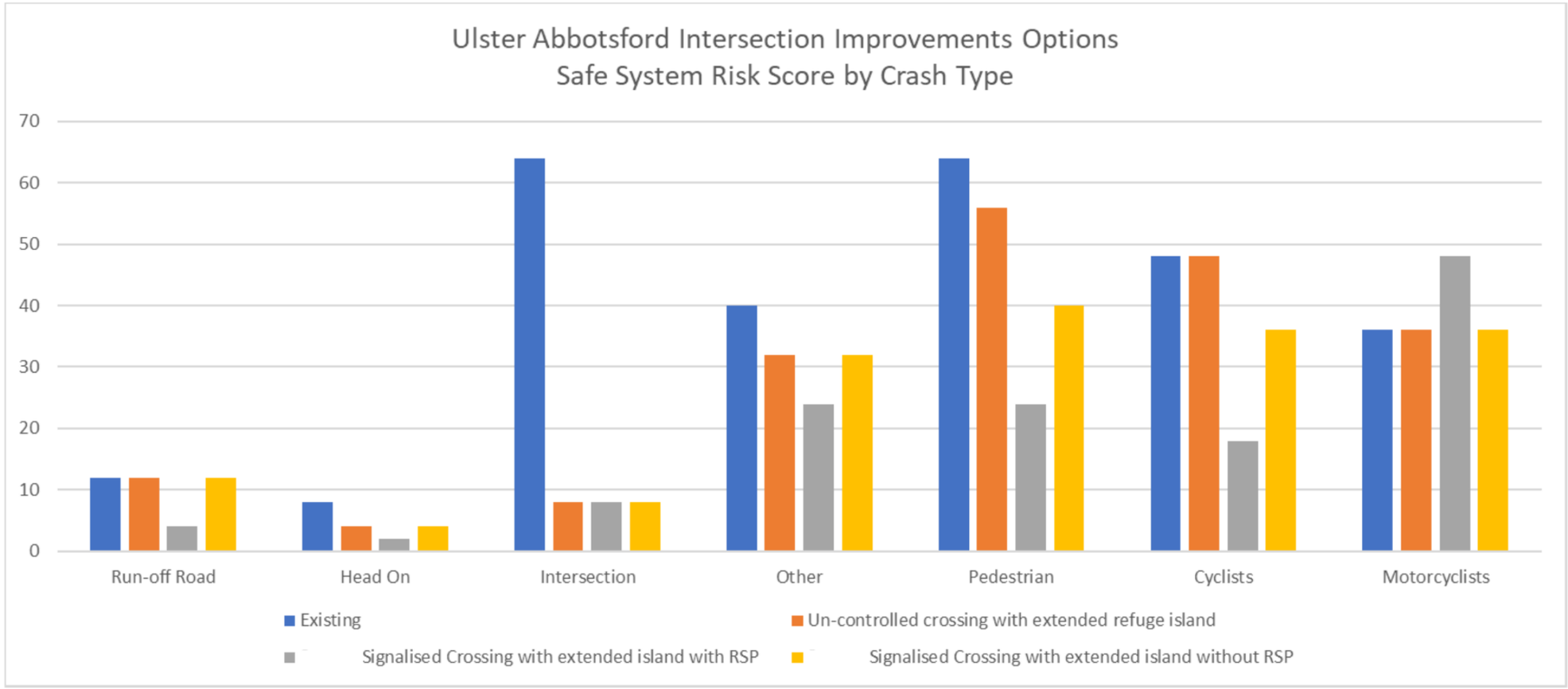
4 Cost = N/A	• Zebra crossing in combination with extended median island	**Risk:** • Zebra crossings on multi-lane roads can cause 'masking' which results in drivers failing to give way. • NZ Transport Agency sign off is required for zebra crossings where the speed limit is <50 km/h and staff are not aware of this ever being signed off in New Zealand **Note:** • Due to the legislative risk, this option has not been assessed further.
5A (Recommended) Raised: P50 = $1.5m P95 = $1.8m At Grade: P50 = $1.2m P95 = $1.4m	• Two-stage, signalised pedestrian crossing (raised safety platform recommended, at-grade alternative) across Ulster Street, south of Abbotsford Street, in combination with extended median island. • Raised zebra crossings across Abbotsford Street (south). • Two bus stops relocated north of the crossing kerbside.	**Risks:** • No raised safety platform on Abbotsford Street (north) which means active mode users do not have priority or a safe crossing facility to cross Abbotsford Street (north). • Cyclists may struggle to turn their bikes through the mid-section • May result in U-turning movements at the end of the proposed island • Raised safety platform preferred to reduce drivers speeds. At grade would mean driver speeds are above safe system threshold speeds for driver vs active mode user conflict
5B (Alternative) Raised: P50 = $1.5m P95 = $1.8m At Grade: P50 = $1.2m P95 = $1.4m	• Single stage, signalised pedestrian crossing (raised safety platform recommended, at-grade alternative) across Ulster Street, east of Abbotsford Street in combination with extended median island. • Two raised zebra crossings across Abbotsford Street (north) and (south) • Two bus stops relocated north of the crossing kerbside.	**Risks:** • Single stage crossing means pedestrians could become stranded in the median island if they are crossing too slowly, which could be mitigated with Radar detection • Cyclist may ride through the crossing quickly. • Crossing distance is long, and may cause some driver frustration. • No stagger means pedestrians do not look at oncoming traffic before crossing the opposing traffic lanes. • May result in U-turning movements at the end of the proposed island • Raised safety platform preferred to reduce drivers speeds. At grade would mean driver speeds are above safe system threshold speeds for driver vs active mode user conflict.
Staff considered variations on this option with or without side road treatments, in-lane bus stops, and raised safety platforms. 7A was the safest option and was progressed for further consideration		

~~6~~ Cost = N/A	• Underpass for walking and cycling	**Risk:** • This option would exceed the funding envelope for the minor transport improvements programme and there is no other path available to fund this option. • Option imposes an ~100 second detour for pedestrians travelling along Abbotsford Street • The approach ramps would include sharp bends that prevent visibility through the tunnel which will make it unattractive to pedestrians and cyclists who are likely to still cross at grade. **Note:** Due to the funding risk, this option has not been assessed further.

Table 1 Long list

ANALYSIS MATRIX

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction	Risk Assumptions
Existing	$ -	$ 5,673,400	No Change	No Change	No Change	No Change	No Change	No Change	272	No Change	No Change	0
Un-controlled crossing with extended refuge island	$ 400,000	$ 1,730,387	31%	Minor	No Change	Moderate	Low Benefit	Low Benefit	196	28%	76	0
Signalised Crossing with extended island with RSP	$ 1,500,000	$ 2,014,057	36%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	128	53%	144	0
Signalised Crossing with extended island without RSP	$ 1,300,000	$ 1,900,589	34%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	168	38%	104	0



RECOMMENDATIONS

Recommended Option – 5A two-stage signalised pedestrian crossing (raised safety platform recommended, at-grade alternative)

Given the traffic volumes, traffic speeds and four traffic lanes on Ulster Street it is recommended that a two-stage signalised crossing is implemented as the safest option. A concept of this design is shown below in Figure 6.

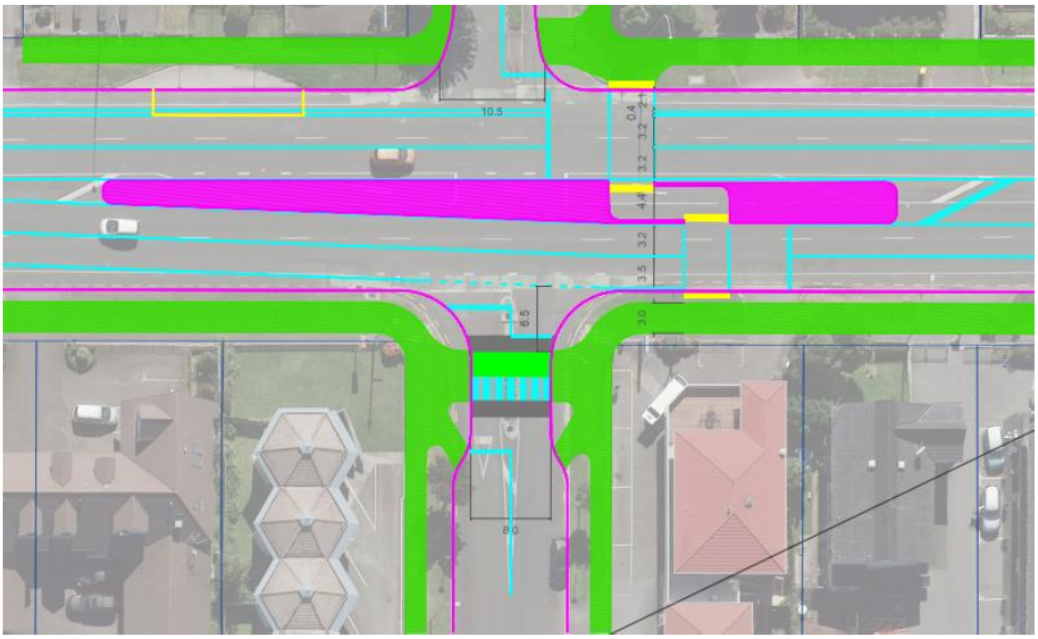


Figure 6: Option 5A - Two Stage Signalised Crossing (Recommended)

The two-stage crossing is recommended as the preferred option as it provides a waiting area in between four lanes of traffic. This will prevent any pedestrians from being stranded in between the four traffic lanes if they are crossing slowly and will give pedestrian an option to press the call button a second time.

It is recommended that a raised safety platform is installed at the crossing location as the safest option to reduce traffic speeds on Ulster Street to be within a safe system threshold for driver vs active mode user conflict. Alternative to this recommendation, the crossing could be proposed at-grade.

The signalised crossing is positioned within the desire line for pedestrians which will encourage pedestrians to use the facility rather than crossing informally.

This option also addresses the risk of failure to give way right angle type crashes by banning right turns and through movements on Abbotsford Street and reinforcing this with a raised median. The

This option improves bus service performance and bus stop access by consolidating existing closely spaced stops and locating them closer to the new crossing point. The relocated bus stops will still be kerbside to minimise any impact on traffic travelling along the route.

A dual raised zebra is also provided on Abbotsford Street (south) southern approach to safely facilitate active mode users crossing Abbotsford Street (south).

Alternative Option – 5B single-stage signalised pedestrian crossing (raised safety platform recommended, at-grade alternative)

An alternative option is to provide a single stage signalised crossing on Ulster Street. A concept of the design is shown below in Figure 7.

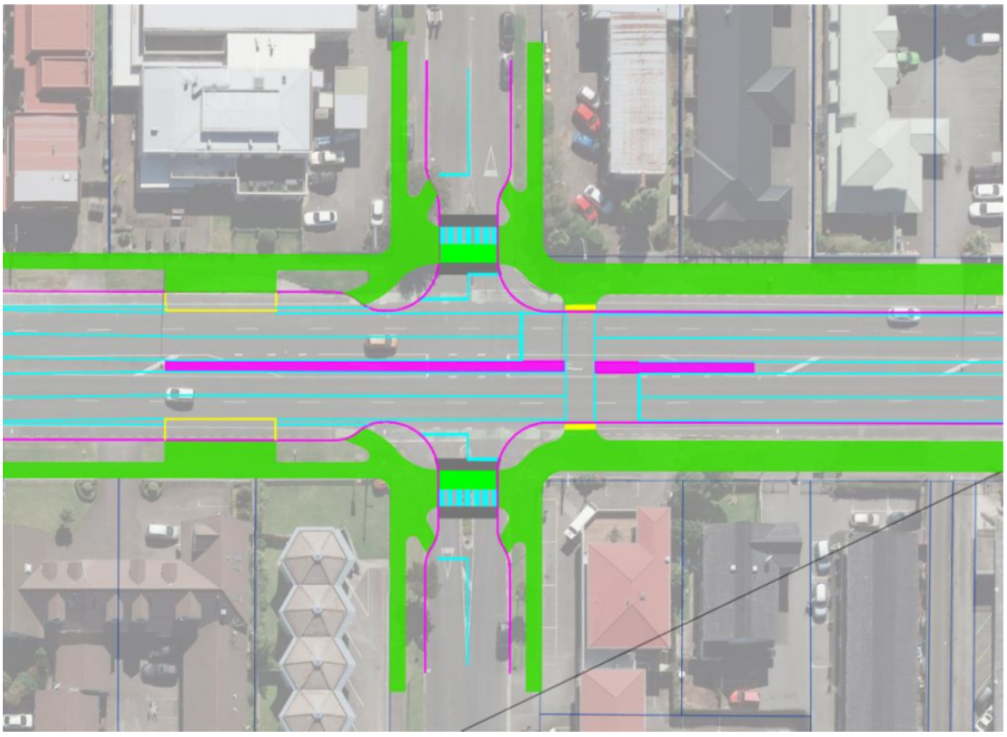


Figure 7: Option 5B – Single Stage Signalised Crossing (Alternative)

Alternative option 5B still provides the same benefits as described above in option 5A in terms of being within the desire line, addressing the risk for potential for right angle crashes and improvements to the bus service.

This alternative option provides a suitable crossing facility for Ulster Street. However, a single stage crossing introduces risks that compared to the two-stage crossing by potentially leaving pedestrians stranded in the middle of the crossing as the design means they have to cross Ulster Street in one movement. The single stage crossing design also does not direct pedestrians to look at oncoming traffic and leaves the pedestrian to rely on drivers stopping at the red light as opposed to visually checking that a driver is slowing down.

It is recommended that a raised safety platform is installed at the crossing location as the safest option to reduce traffic speeds on Ulster Street to be within a safe system threshold for driver vs active mode user conflict. Alternative to this recommendation, the crossing could be proposed at-grade.

Two dual raised zebra are also provided on Abbotsford Street (north and south) to safely facilitate active mode users crossing Abbotsford Street on either approach.

Project Report

2024-25 Ruakiwi - Lake Domain - Tainui Street Pedestrian Safety Improvements

2025/26

Hamilton City Council
Te kaunihera o Kirikiriroa

2024-25 Ruakiwi - Lake Domain - Tainui Street Safety Improvement

WHERE?

Figure 1 Site Location

SITE DISCRIPTION

Ruakiwi Road is a Minor Arterial Transport Corridor under Operative District Plan. The immediate surroundings are zoned as Special Natural Zone, General Residential Zone and Central City Zone. The Hamilton Girls' High School is located adjacent to the proposed crossing location. Ruakiwi Road has high traffic volume of 15000 vehicles per day (est.) according to 2021 mobile roads data.

The project is approved in the part 2 Unsubsidised Minor Transport Improvement programme 2024/27. The objectives of these projects are to enhance the overall safety and increase accessibility for all road users.

WHATS THE PROBLEM?

The onsite fixed camera shows more than 200 pedestrian's cross daily at this particular location on Ruakiwi Road (Refer Figure 2), 95% use the existing refuge. The majority are vulnerable school children accessing Hamilton Girls' High School, and people accessing recreational space, work and business.

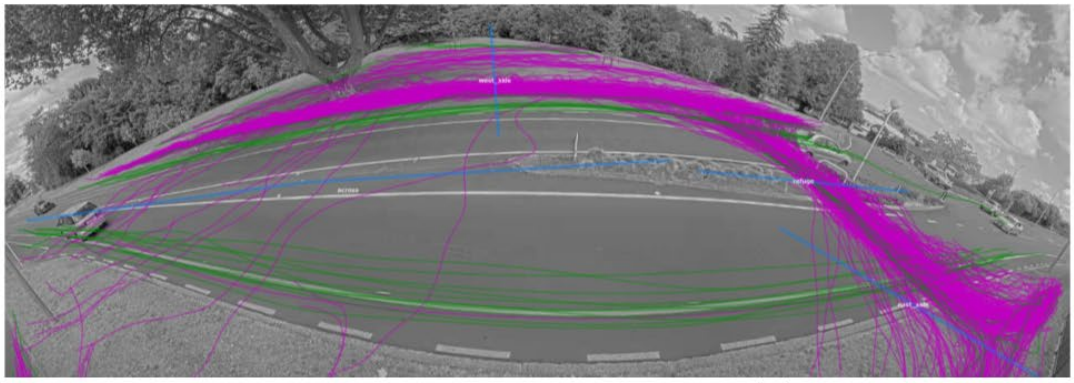


Figure 2 Survey Locations showing desire lines on Ruakiwi Road near existing refuge (22/03/2025) (Purple = Pedestrians, Green = Cyclists)

The video survey showed that the existing crossing was well used, whether the location is on the desire line or not, may be affected by the complexities of crossing at this location as the refuge does provide some measure of a “safe haven” to make a two-stage crossing. Irrespective, any proposed changes will need to reflect this and not deviate too far from this location and not introduce unwanted crossing behaviours.

The existing uncontrolled crossing has a narrow refuge island which does not provide a safe place to wait while crossing the road. The narrow refuge island can only accommodate 2 to 3 pedestrians safely, and its width does not allow for pedestrians with prams or mobility scooters, forcing children and other vulnerable road users to stand in the traffic lane or at the front and back of the island's kerbs while attempting to cross between gaps in traffic.

Figure 3 Students crossing in groups captured in the survey camera

The adjacent Intersection at Lake Domain / Tainui Street staggered side road geometry, combined with steep approach grades restrict visibility and further complicates the ability for pedestrians to judge safe gaps in traffic and for vehicles to observe pedestrians as they concentrating on finding gaps to safely merge.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

Due to the high number of vulnerable road users, high volume of traffic and the absence of safe crossing facilities, pedestrians make high risk, unsafe decisions when judging safe gaps in traffic. The likelihood of a vehicle vs pedestrian resulting in death or serious injury is high.

Aspects that establish the importance of this site are:

- Proximity to School, Lake and Central City.
- People parking and walking daily for work and recreational purposes.

This site is identified in the West Town Belt Master Plan as a connection point for pedestrians and cyclists to access the lake. This aspect will be factored into the proposal to ensure the design is the future proof.
Data from the Waka Kotahi Crash Analysis System (CAS) shows, that since 2014 there have been 18 reported crashes (3 serious, 1 minor injury and 14 non injury) resulting in a social cost of $4.04M at the intersection. No crossing related incidents/ crashes identified.

Identifying safe gaps in the continuous flow of traffic on Ruakiwi Road and Lake Road on peak hours is significantly challenging for vehicles making right turns movement to and from Lake Domain Drive, which has been reflected in the crash statistics. Implementing a formal pedestrian priority crossing will create opportunities in the traffic flow, facilitating right turn manoeuvres during peak hours and thereby enhancing intersection safety.

ROAD DATA

Ruakiwi Road has 2 traffic lanes with a central median and the following characteristics:

- Posted speed limit is 50km/h on Ruakiwi Road, the 85th%tile is 50.76km/h.
- There is an existing informal crossing with median refuge island near the Lake domain Drive intersection, which is only suitable enough to safely accommodate 2 people at a time.
- The overall road width is 12.8m.
- Ruakiwi Road is a 2-lane road.
- Ruakiwi Road has no dedicated cycle lanes, although there are 1.5m shoulders.
- There is 1.5m pedestrian footpath on both sides of the road.
- There is no pedestrian priority crossing within a 200-meter radius of the proposed location.
- This section of Ruakiwi Road is not a public bus route.

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as Urban Connector.

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles
Ruakiwi Road	Urban Connector (M2,P4)	15,000 (est.2023), 0% Heavy Vehicles

Table 1 One Network Framework & Volume of Traffic

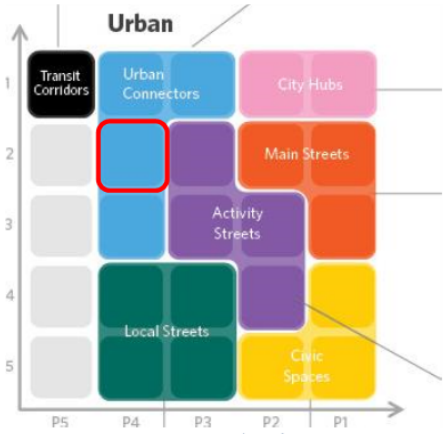


Figure 4 ONF Classification

CRASH HISTORY

Since 2014 there have been eighteen recorded crashes, three Serious crash, one Minor injury crashes and fourteen non-injury crashes, serious injury crashes included motorcycles. Out of the eighteen identified crashes, nine occurred between 3 PM and 6 PM, coinciding with peak hours, primarily attributed to poor decision making and judgement due to busy hours.

At this location due to Failed to give way or stop, poor judgement resulting in loss of control/Head on and Crossing/turning crashes. Since 2014 the social cost of crashes has been $4.04M. No crashes identified at the existing refuge island and no pedestrian involved crashes.

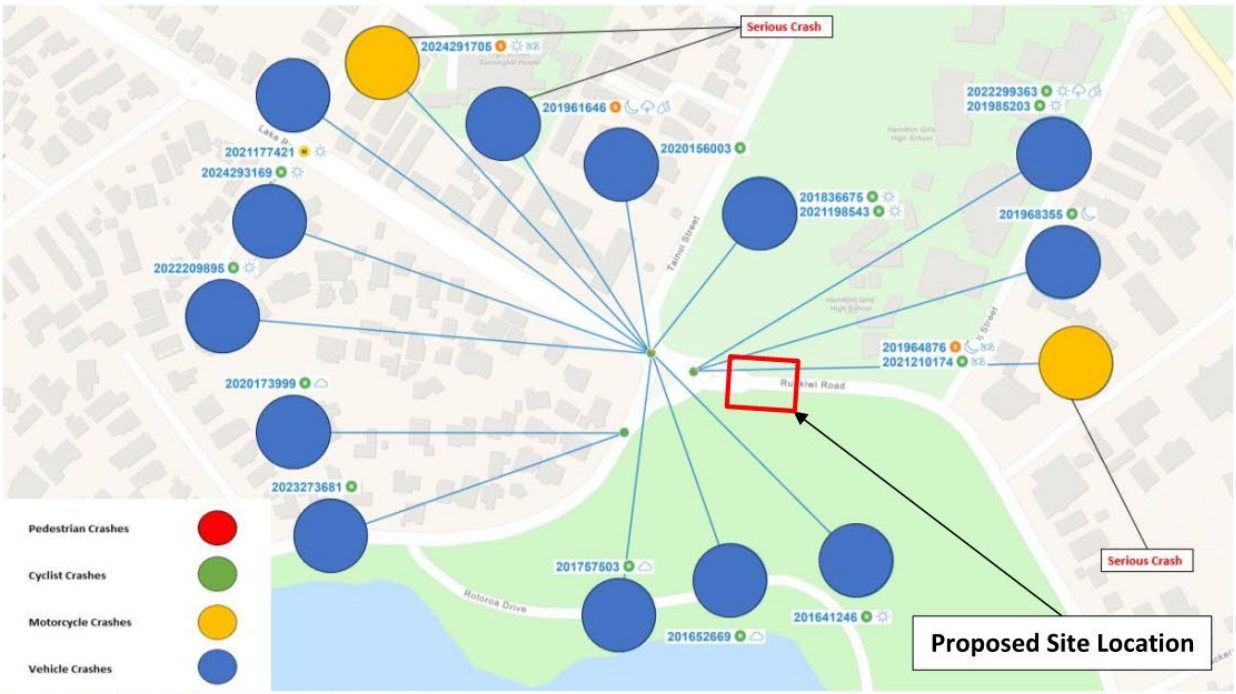


Figure 5 CAS Data – Showing Crashes (since 2014)

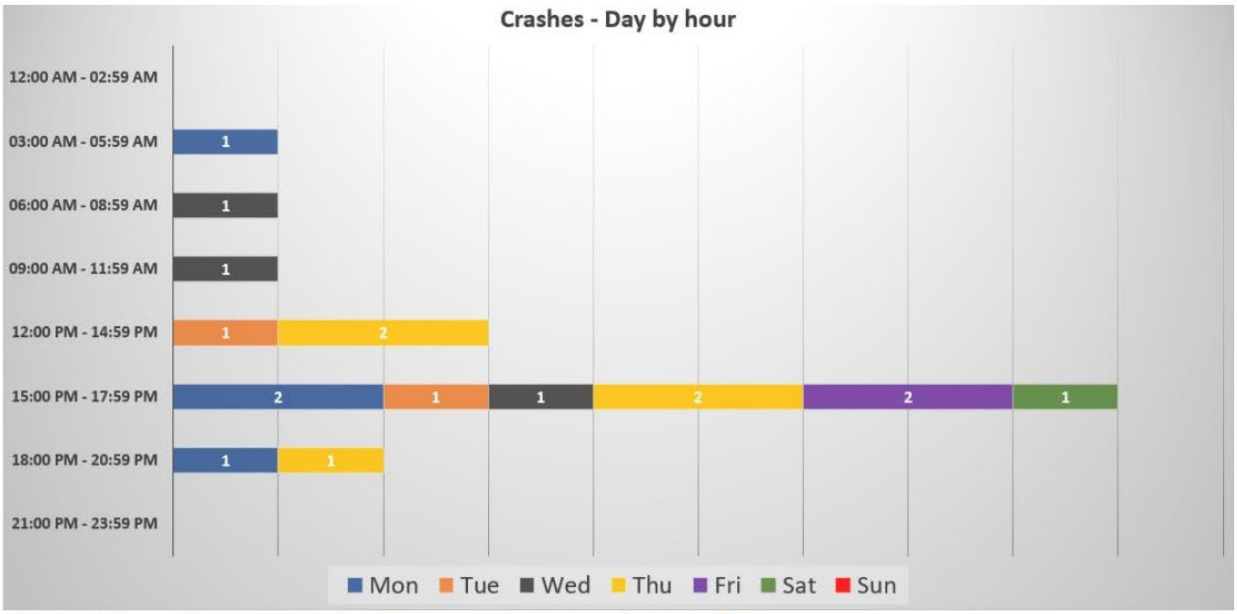


Figure 6 CAS Data – Showing crash analysis at different period during a day (since 2014)

PEDESTRIAN DATA

There is high pedestrian movement >800 along Ruakiwi Road near Lake Domain reserve, the surrounding environment consists of Hamilton Lake Domain to the west, Hamilton Girls' High School, offices and residential housing to the east together with unrestricted kerbside parking resulting in a high pedestrian crossing demand. This has resulted in high-risk decision making and risk taking by children and other vulnerable road users to cross this busy CBD fringe Urban Collector. The peak traffic times also coincide with high pedestrian and cyclist activity making it difficult for pedestrians to find safe gaps in traffic. This is compounded by pedestrians having to cross this extremely high-risk location near

the intersection. The recreational park and school adjacent, encourage pedestrian activity and there is significant pedestrian crossing activity to/from parks and Hamilton Girls' High school.

An onsite fixed camera was used to monitor and gather pedestrian and cyclist movement/ behaviour data. Counts of the number of pedestrians and cyclist are summarised below:

Date and Time 7am to 7pm	Pedestrian Crossing using Existing Refuge (Ruakiwi Road)	Pedestrian crossing nearby locations	Cyclist Crossing using Existing Refuge (Ruakiwi Road)	Cyclist crossing nearby locations	Total Pedestrian crossing
22nd March 2025 (Saturday)*	189	12	11	0	**201**
24th March 2025 (Monday)	191	9	11	0	**200**

Table 2 Pedestrian and cyclist Volume (Balloons over Waikato on Saturday)*

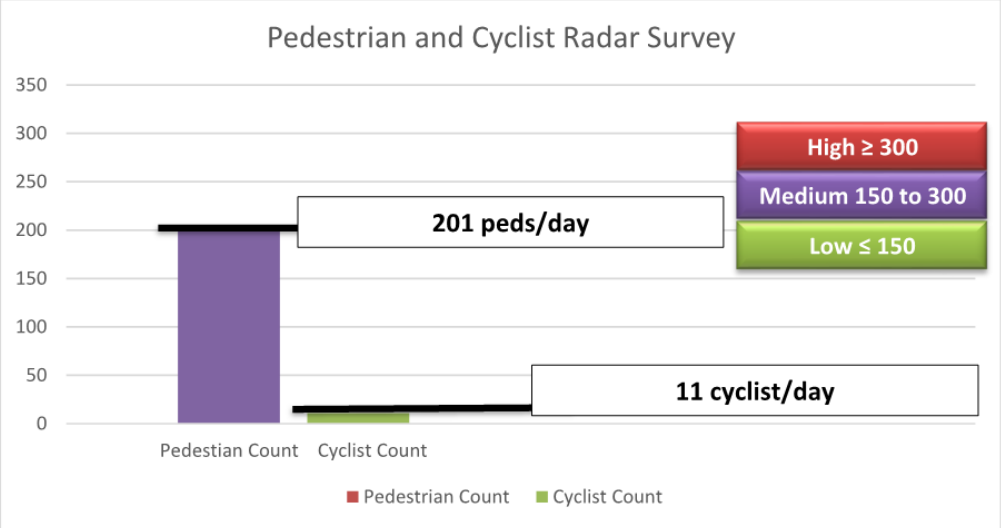


Figure 7 Pedestrian / Cyclist Crossing data survey at the existing refuge island

Figure 8 Camera survey captured on 22nd March 2025 (Saturday) (Balloons over Waikato on Saturday)*

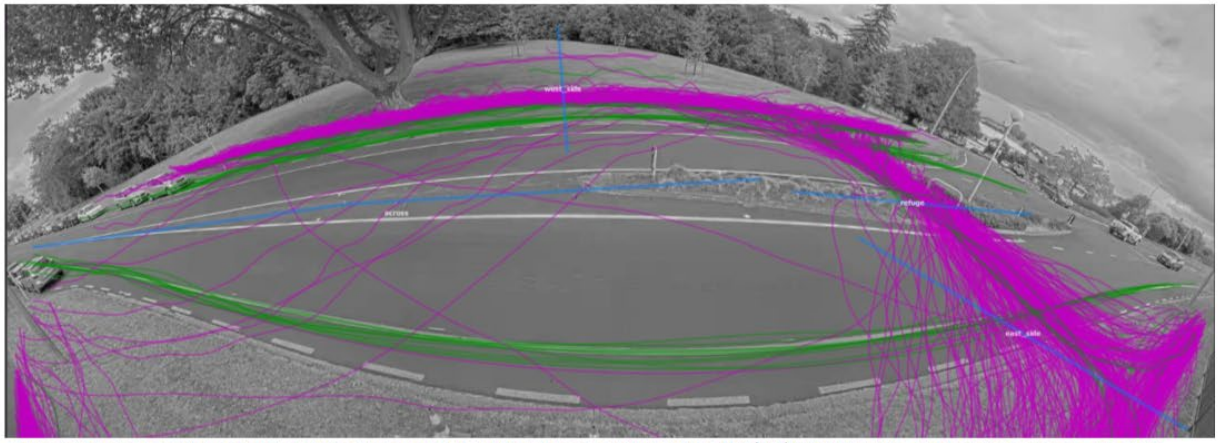


Figure 9 Survey Locations showing desire lines on Ruakiwi Road near existing refuge (24/03/2025) (Purple = Pedestrians, Green = Cyclists)

OBSERVATIONS

A site inspection was completed on 20th March 2025 and camera was installed on 22nd and 24th March to record pedestrian, cyclists and vehicle movements, during which the following observations were made:

- People were observed trapped on the central island trying to find gaps in the traffic to finish crossing the road due to the high traffic volumes.
- Vehicles accelerating at high speed through the intersection from Lake Domain Drive turning right on to Ruakiwi Road (challenge in finding gap).
- During peak hours the traffic gaps allowing pedestrians to cross the road are minimal and people had to run across the lanes while crossing.
- Existing cutdowns at the crossing are not non-wheelchair friendly due to slope up to the footpath.
- Students and family that used the narrow refuge island, were often in groups >4 which required them to stand on to the front and rear of the existing refuge island.

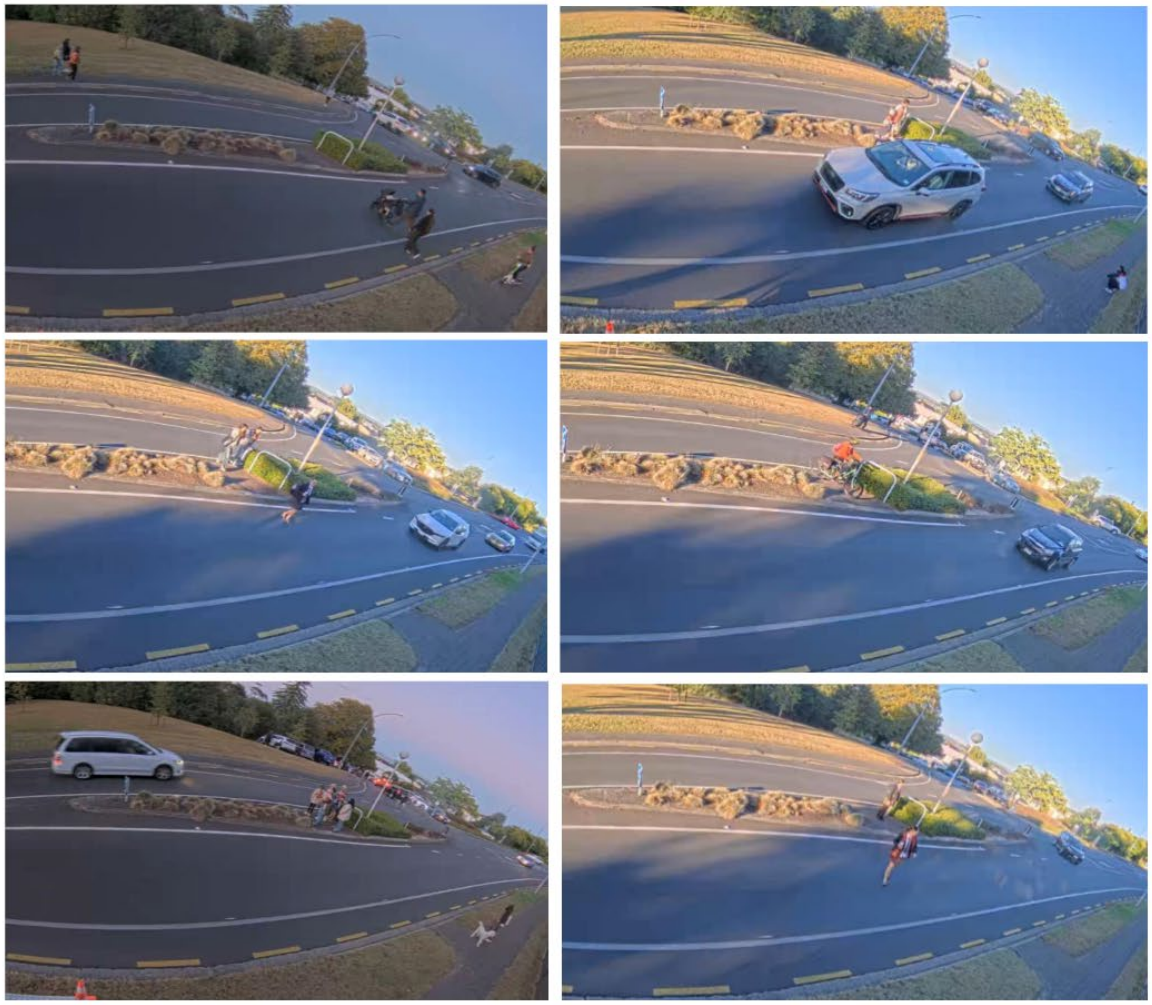


Figure 10 Site Photos - Observations

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has recorded the following customer requests regarding pedestrian safety, crossing needs and speed environment near this location:

- August 2023: Request asking for a safe crossing facility on Ruakiwi Road to access the lake and park for recreational activities.
- January 2022: Request expressing concerns regarding vehicle speed and requesting for speed calming measure.
- August 2020: Customer raised a safety issue regarding the Ruakiwi road refuge island at the intersection of Lake Domain and Ruakiwi Road. They reported an incident where a child nearly got struck by a vehicle and noted frequent risky behaviours exhibited by both drivers and pedestrians. Additionally, they highlighted the high volume of foot traffic in this area, with vehicles often traveling at approximately 60 km/h and few opportunities for safe crossing. The customer recommends implementing a controlled crossing or some form of intersection improvement at this site.
- June 2020: A request has been made to consider the possibility of reviewing this specific intersection: Tainui St, Lake Rd, Ruakiwi Rd, and Lake Domain Drive and mentioned about the serious accident took place at this intersection during this period.
- March 2019: Request asking for a safe crossing facility on Ruakiwi Road to access the lake and park for recreational activities.

ENGAGEMENT PLAN

The stakeholders near this location include educational institutions (Hamilton Girls' High school who may have future planning access arrangements for students), the Cancer Society Lodge and adjacent residents. We will ensure effective and transparent communication with these primary stakeholders. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will work with the contractor to determine traffic diversions and adaptable working hours.
The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimizing disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage and variable message boards (VMS). A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

STAKEHOLDERS ENGAGEMENT

Staff have completed early engagement with Hamilton Girls' High School to gather insights about the existing conditions. The school is very supportive for a formal pedestrian crossing at this location.

Ruakiwi Road is on the Fire and Emergency NZ (FENZ) priority route as shown below. Pending the direction from Elected Members, discussions will take place with FENZ to determine how we can best accommodate their operating requirements.

Figure 11 Aerial showing FENZ Route in red and the proposed location in blue rectangle.

RECOMMENDATIONS

Preferred Safest Option: Raised signalised pedestrian crossing Estimated costs $950k (P95 including 30% contingency).

This option has an estimated social crash cost saving $1,352,868 and a safe systems score of 126.

Alternative Option: At-grade signalised pedestrian crossing Estimated costs $750k (P95 including 30% contingency).

As preferred option, without raised safety platform. This option has an estimated social crash cost saving $1,270,876 and a safe systems score of 197.

TREATMENT CONSIDERATIONS

Five long-list options were developed Vehicle/Pedestrian Safety and pedestrian/ cyclist accessibility levels.

The following tables detail treatment options and matrix scoring for the options.

Treatment	Type	Discussion	Cost[1]
A	Un-controlled crossing on Raised Safety Platform with wider refuge island and kerb buildout	Upgrade the existing Mid-Block Informal crossing on Raised Safety Platform, with kerb buildouts to provide visibility to/for crossing pedestrians and reduced crossing length and thus reduce traffic delays. Raised Safety Platform with 1:20 grade ramps. Existing Median Refuge Island width will be increased, through traveling cyclist consideration will be required at the kerb build outs. Upgrade the existing Mid-Block Informal crossing on Raised Safety Platform – $400k Intersection improvement kerb buildout - $150k	$550k
B	2 Stage Mid-Block Zebra crossing on Raised Safety Platform with wider refuge island and kerb buildout	Mid-Block Zebra Crossing, located at the existing informal crossing with kerb buildouts to provide visibility to/for crossing pedestrians and reduced crossing length and thus reduce traffic delays. Raised Safety Platform with 1:20 grade ramps. Existing Median Refuge Island will be upgraded as part of this option, through traveling cyclist consideration will be required at the kerb build outs. Mid-Block Crossing with Raised Safety Platform – $500k Intersection improvement kerb buildout - $150k	$650k
C	At-Grade Mid-Block Signalised Pedestrian Crossing with kerb buildout	Mid-Block Crossing, located at the existing informal Refuge Island. Refuge Island will be removed as part of this option. Mid-Block Crossing – $600k Intersection improvement kerb buildout - $150k	$750k
D	Mid-Block Signalised Pedestrian Cross with Raised safety platform with kerb buildout	Mid-Block Crossing, located at the existing informal Refuge Island. Raised Safety Platform with 1:20 grade ramps. Refuge Island will be removed as part of this option. Mid-Block Crossing with Raised Safety Platform – $800k Intersection improvement kerb buildout - $150k	$950k
E	Signalised intersection	Signalised intersection with pedestrian crossing. This will change entire layout of the existing intersection and increase safety.	$4M +

Table 3 Long List Treatment table

[1] These are concept level estimates (P95) include 30% contingencies.

TREATMENT ANALYSIS MATRIX

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ -	$ 4,099,600	No Change	No Change	No Change	No Change	No Change	No Change	296	No Change	No Change
Un-controlled crossing with RSP with wider refuge island and kerb build outs	$ 550,000	$ 1,352,868	33%	Minor	Moderate	Moderate	Low Benefit	Medium Benefit	215	27%	81
2 stage Zebra crossing with RSP with wider refuge island and kerb build outs	$ 650,000	$ 1,291,374	32%	Moderate	Moderate	Moderate	High Benefit	High Benefit	199	33%	97
At-Grade Signalised Crossing with kerb build outs	$ 750,000	$ 1,270,876	31%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	197	33%	99
Signalised Crossing with RSP and kerb build-outs	$ 950,000	$ 1,352,868	33%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	126	57%	170
Signalised Intersection	$ 4,000,000	$ 1,270,876	31%	Moderate	No Change	Moderate	Low Benefit	Low Benefit	179	40%	117.5

Figure 12 Treatment Comparison Table Mid-Block Pedestrian Crossing

Preferred Safest Option

Alternative Option

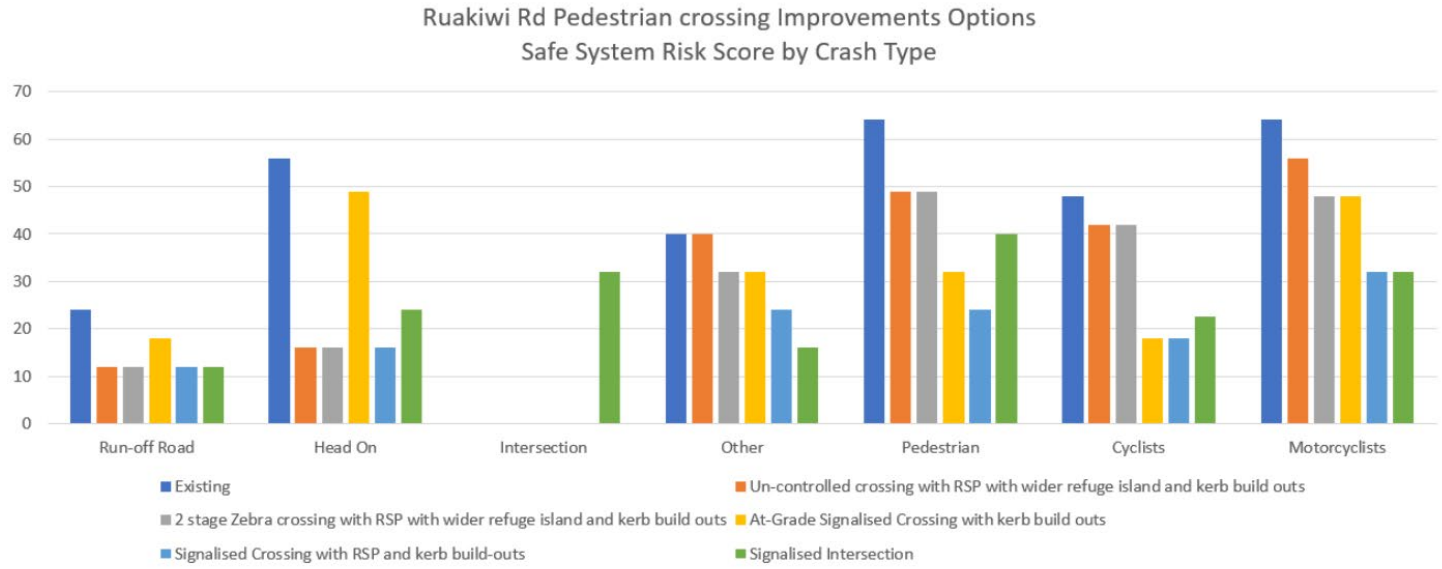


Figure 13 Safe Systems Risk Score – note the lower score indicates better safety.

RECOMMENDED OPTION

Preferred Safest Option: Raised signalised pedestrian crossing Estimated costs $950k

The proposed crossing is located at the eastern end of the existing pedestrian refuge island, achieving the maximum distance from the intersection, while maintaining crossing desire lines. The crossing has a Raised Safety Platform with 1:20 ramp grades to balance safety of pedestrians (reduce speeds) and vehicle transition (transition speed 40km/h), which will provide additional intersection traffic calming by reducing operating speeds. This option has an estimated social crash cost saving $1,352,868 and a safe systems score of 126.

It is recommended that future proofing be provided to enable the crossing to be upgraded to a dual crossing for cyclists. Recommend additional in ground ducting to save costly future pavement works.

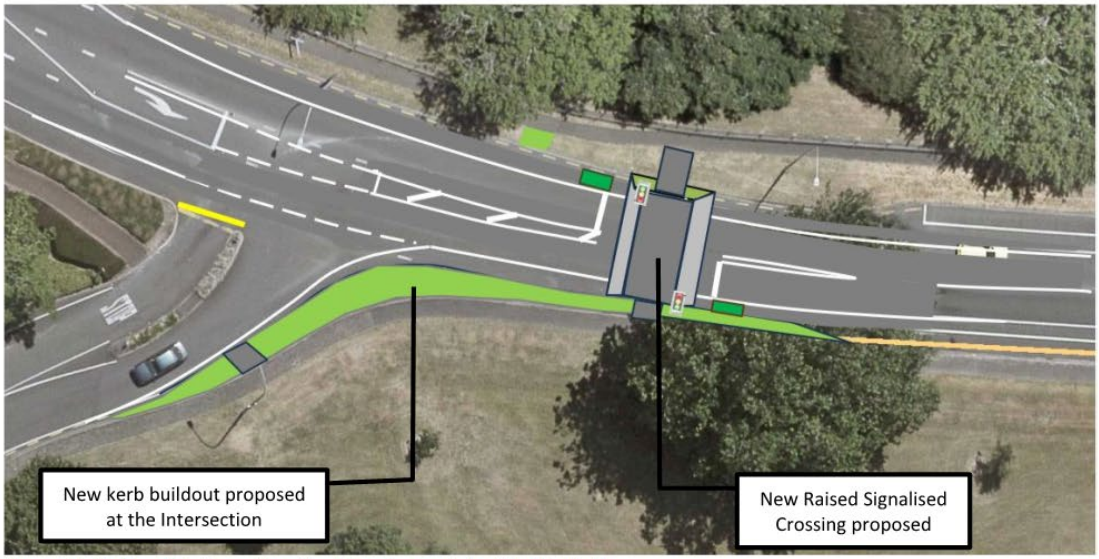


Figure 14 Preferred Option – Signalised Crossing on Raised Safety Platform.

Figure 15 Minor Branch trimming (Red Box) will be required

Approval has been granted for a new footpath project within the Part 2 Unsubsidised Minor Transport Improvement programme 2024/27, located on Lake Domain Drive, as part of a separate programme of works.

Alternative Option: At-grade signalised pedestrian crossing Estimated costs $750k.

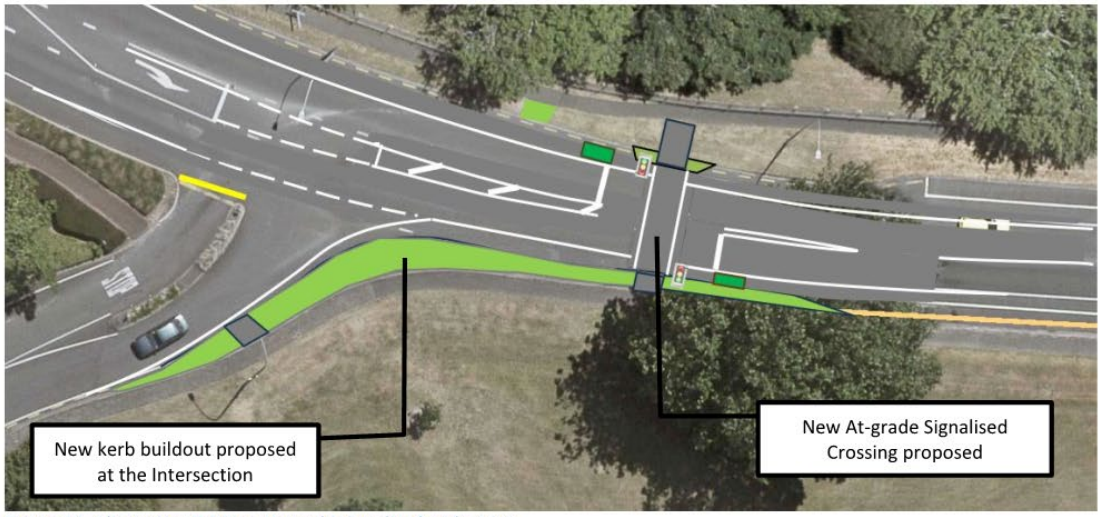


Figure 16 Alternative Option: At-grade signalised pedestrian

The proposed crossing is located at the eastern end of the existing pedestrian refuge island, achieving the maximum distance from the intersection, while maintaining crossing desire lines. This option is the same as preferred option but without Raised Safety Platform. However, without Raised Safety Platform, the approach and transition speeds are not reduced to a survivable pedestrian impact speed, as a result there is risk, that any crash involving a pedestrian is likely to result in death or serious harm. Drivers will be preparing to slow down while approaching the signalised crossing and this will provide some measure of traffic calming. This option has an estimated social crash cost saving $1,270,876 and a safe systems score of 197.

It is recommended that future proofing be provided to enable the crossing to be upgraded to a dual crossing for cyclists. Recommend additional in ground ducting to save costly future pavement works.

Figure 17 Minor Branch trimming (Red box) will be required

A new footpath connecting this new crossing to Lake Domain will be delivered as part of the project with funding from the Green Unsubsidised Minor Transport Improvements for New Footpaths programme.

Project Report

Peachgrove Road
Wilson Street to Frances Street
Safety and Multimodal Improvements

2025/2026

Hamilton City Council
Te kaunihera o Kirikiriroa

WHERE?

The site is located along Peachgrove Road in Hamilton East, adjacent to the frontage of Hamilton Boys High School and Peachgrove Intermediate School. The location is highlighted below in Figure 1.

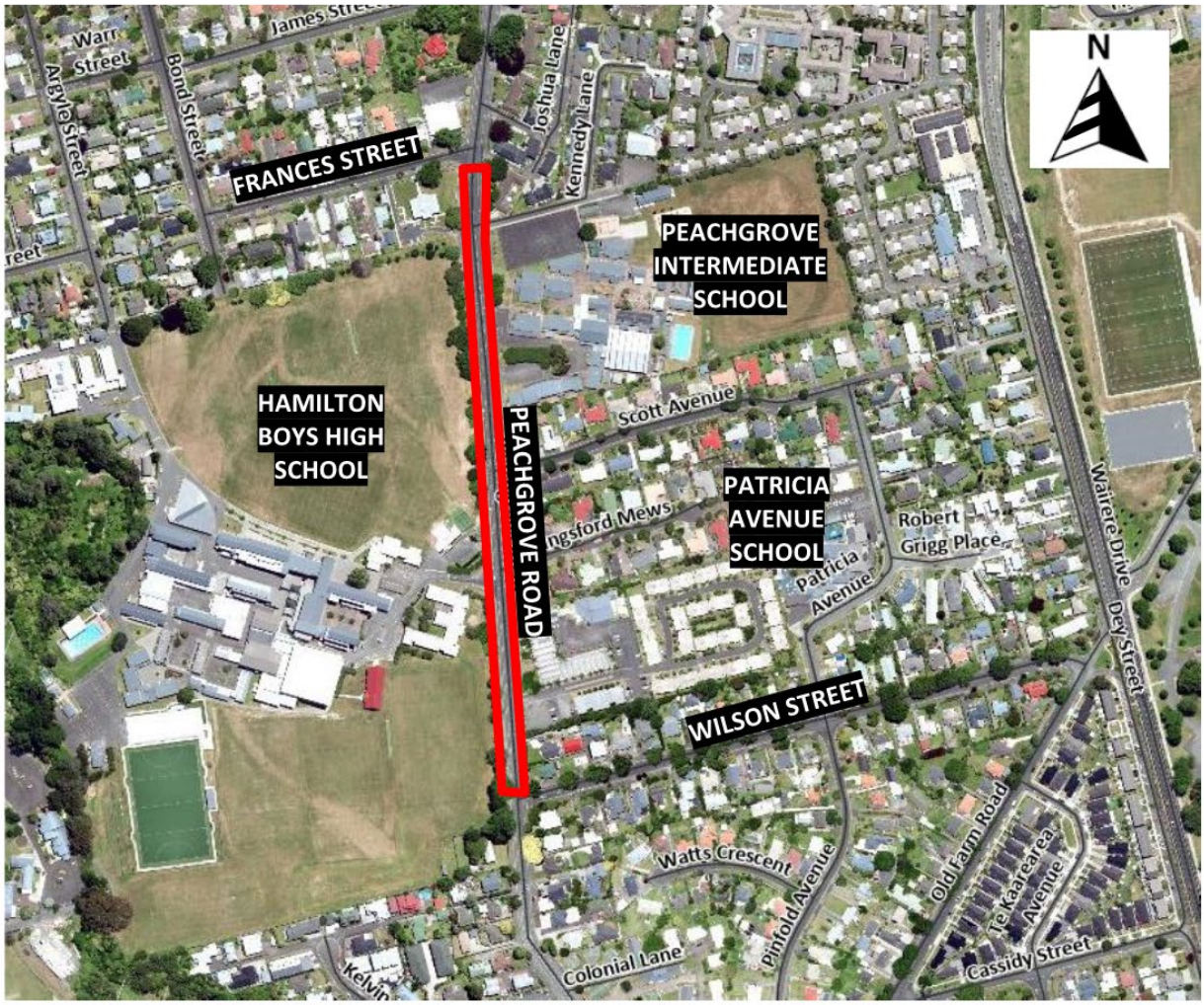


Figure 1: Site Location

Hamilton Boys High School (HBHS) is located on the western side of Peachgrove Road adjacent to the project extent. Peachgrove Intermediate School is located on the eastern side of Peachgrove Road.

Peachgrove Road is a popular school route which caters for a lot of students, particularly for Peachgrove Intermediate School and HBHS.

The immediate land use adjacent to the project extent is residential, with some studio/apartment accommodation on the eastern side of the road and an early childcare centre.

WHAT'S THE PROBLEM?

This section of Peachgrove Road has high active mode user demand, especially during school peak hours. Unfortunately, there is insufficient safe space along the school frontage to accommodate for all the HBHS students

accessing and leaving the school. Students cross Peachgrove Road at multiple locations as there are no nearby priority crossings south of the HBHS school entrance, particularly near Wilson Street.

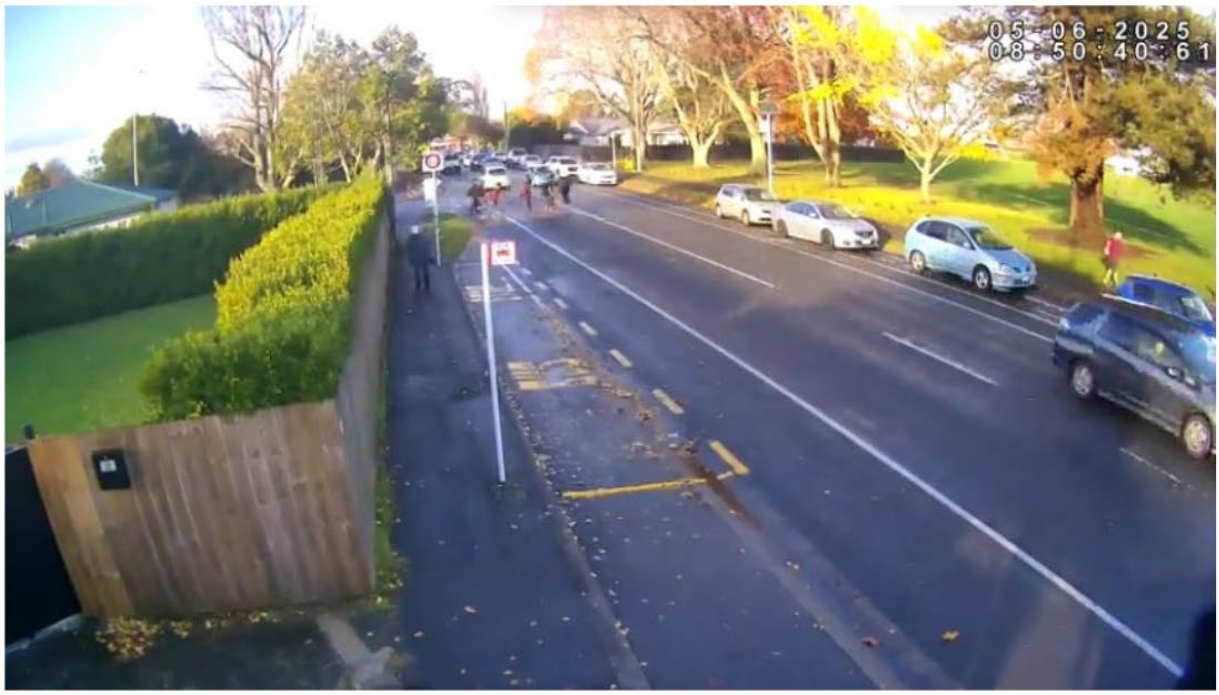


Figure 2:Students crossing Peachgrove Road in front of drivers north of Wilson Street

Peachgrove Road is a wide road which makes it difficult for school children, and other vulnerable road users, to cross safely. Speeds have been surveyed to be high along this section of road.

The area has a high crash record (29 crashes in the last 10 years). Four of these crashes involved students/children being struck by vehicles, resulting in injuries.

In October 2021, the Eastern Pathways School Link Single Stage Business Case (SSBC) was developed to look at improving active mode links along Peachgrove Road. Peachgrove Road currently has low active transport/public transport mode share and significant/serious road safety concerns as described above.

With speeds at this location above the safe system threshold, there is high risk for conflict to occur between vehicles and school students resulting in serious injury or death. Also, parents picking up students carry out unsafe manoeuvres, such as U-turns on Peachgrove Road that further increase the risk of crashes.

Figure 3: Driver U-Turning during peak hours outside Peachgrove Intermediate

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

This section of Peachgrove Road has an identified safety problem – relatively high traffic volumes, wide carriageway, high speeds, and lack of priority pedestrian crossings. HBHS has one of the highest numbers of students walking and cycling to/from school. Unfortunately, the existing infrastructure to support active modes is limited and, in places, unsafe for the numbers of students regularly using it.

Car parking along Peachgrove Road is considered unsafe, which is underlined by the poor crash record in the area. Parents dropping off students have regularly been observed parking illegally (on berms, double parked, parked in cycle lanes, parked in bus stops, etc). This creates hazardous situations for students, particularly those attempting to cross Peachgrove Road.

This is highlighted by the crash record, which shows four crashes have involved students/children, who were crossing the road between parked buses and vehicles. It is important to address the car parking issues on Peachgrove Road to prevent further injury crashes involving students.

Figure 4: Driver parking in the cycle lane to drop off student

ROAD DATA

Peachgrove Road has the following characteristics:

- Posted speed limit of 50km/h.
- Variable speed limit of 30km/h at start and end of the school day.
- Two lane road with a solid white centreline.
- There is a painted on-road uni-directional cycle lane on both sides of the road.
- The western side of the road has a shoulder with unrestricted car parking located along it (south of HBHS entrance). There is an extended bus stop (130m) located north of the HBHS entrance.
- The eastern side of the road does not have a shoulder. There is intermittent indented car parking located on this side of the road. There are bus stops located near Peachgrove Intermediate School, opposite HBHS and near Wilson Street.
- There is a pedestrian footpath on either side of the road.
- There is an at grade signalised pedestrian crossing located adjacent to the entrance of Peachgrove Intermediate School.

There are currently six bus services that operate along Peachgrove Road. These are shown below in Table 1.

Table 1: Public Transport Routes

Road Name	Bus Service	Bus Stop Location
Peachgrove Road	• 4N Flagstaff • 13 University • 21 Northern Connector (Regional) • 23 Raglan (Regional) • 24 Te Awamutu (Regional) • Orbiter (Frequent)	• 38 Peachgrove Road (opp HBHS). • Opp 58 Peachgrove Road (HBHS main entrance). • Adjacent to Peachgrove Intermediate. • Opposite Peachgrove Intermediate.

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as transport corridors but are also places where people spend time and interact with their surroundings. The current road ONF is listed below:

Table 2: One Network Framework & Volume of Traffic

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles (source: MobileRoads)
Peachgrove Road	Activity Street (M2,P3)	8,700 (est.2024), 1% Heavy

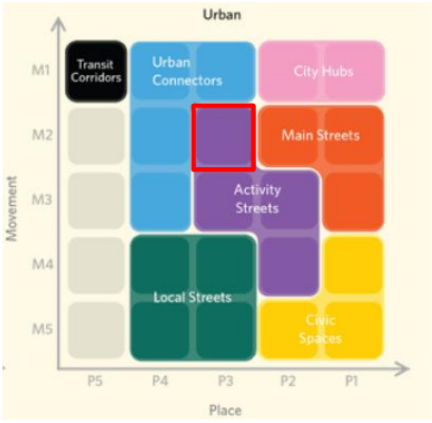


Figure 5: Peachgrove Road ONF Classification

Peachgrove Road is defined as an 'Activity Street' in the Hamilton Future One Network Framework (ONF) Classification report, dated 27 February 2024

CRASH HISTORY

A ten-year crash search was undertaken between 2015-2024, including all available results for 2025 (as at June 2025), for the length of Peachgrove Road between Frances Street and Wilson Street. There have been 29 reported crashes from this search criteria.

21 of the reported crashes were non-injury, seven were minor injury and one resulted in serious injury. The serious injury crash involved a motorcyclist who lost control on loose gravel on the carriageway.

Of the minor injury crashes, three involved pedestrians and one included a cyclist. All these crashes involved students:

- A student was struck by a vehicle when crossing the road during school peak hour in the afternoon.
- One involved a child who exited a parked car on broken yellow lines and abruptly crossed the road and was struck by an oncoming car.
- A student crossed Peachgrove Road, in between two stationary buses, and was struck by an oncoming vehicle.
- A student crossed the signalised crossing as the light changed to green for traffic. A driver then struck the cyclist.

The remaining crashes involved 12 rear end crashes, six crossing/turning crashes, three overtaking crashes, three U-turn crashes, and one miscellaneous crash type. The total social costs of all reported crashes are estimated to be **$3.0m**. The collision diagram is show below in Figure 6.

Figure 6: Collision Diagram

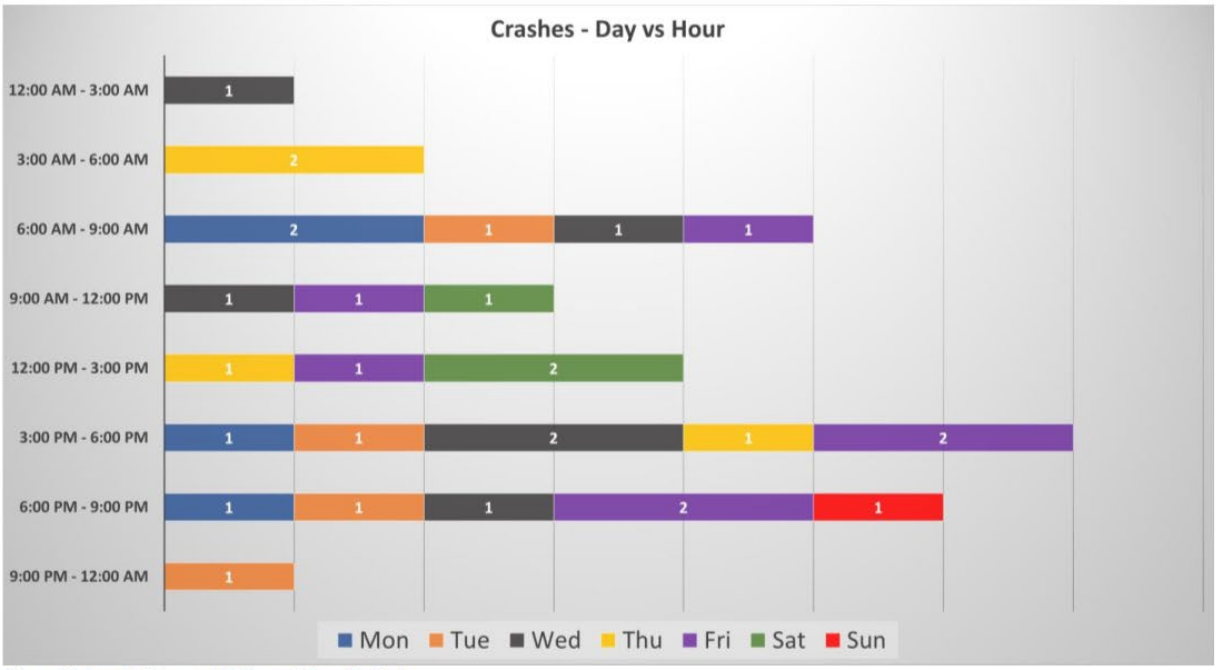


Figure 7: Crash History at Different Time Periods

It is noted that the school start time is 8:45am to 3:15pm, Monday to Friday. The school fields are used for weekend sport on Saturdays throughout the year for winter and summer sports.

PEDESTRIAN AND CYCLIST DATA

Pedestrian and cyclist counts were undertaken between 4 June 2025 and 10 June 2025. Table 3 below shows the total counts for a school weekday (Thursday 5 June 2025, between for a 12-hour period between 7:00am to 7:00pm).

Table 3: Pedestrian and Cyclist Counts 5 June 2025 (12 hours, 7:00am to 7:00pm)

Location #	Location	Pedestrian Count	Cyclist Count*
1	Crossing Frances Street	138	139
2	Crossing Peachgrove Road near Frances Street	19	-
3	Crossing Peachgrove Road (near Peachgrove Intermediate)	232	-
4	Crossing Scott Avenue	184	-
5	Crossing Peachgrove Road South of Scott Avenue	100	-
6	Crossing Peachgrove Road North of Wilson Street	233	-
7	Crossing Peachgrove Road South of Wilson Street	58	-
8	Crossing Wilson Street	199	55

**Total cyclists both on road and on footpath travelling north/south on Peachgrove Road, including the movements on side roads.*

The highest pedestrian crossing counts are located adjacent to Peachgrove Intermediate and north of Wilson Street, being 232 and 233 total movements respectively.

The highest cyclist count is near Frances Street, totalling 139 movements (including Frances Street) throughout the 12-hour survey period. It was noted that 29% of the cyclist count was surveyed to be on the footpath, potentially indicating that cyclists are not comfortable using the unprotected on-road facilities.

The route maps for both pedestrians and cyclists counts as per the above locations are shown below in Figures 6-11.

Figure 8: Route Map Pedestrians Frances Street and Peachgrove Road

Figure 9: Route Map Cyclists Frances Street and Peachgrove Road

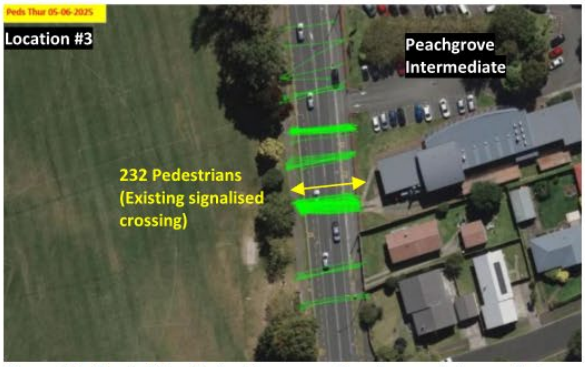


Figure 10: Route Map Pedestrians near Peachgrove Intermediate

Figure 11: Route Map Pedestrians Scott Avenue and Peachgrove Road

Figure 12: Route Map Pedestrians near Wilson Street

Figure 13: Route Map Cyclists near Wilson Street

CAR PARKING DATA

Car parking demand along the entire section Peachgrove Road, between Frances Street and Wilson Stret, was surveyed between 4 July 2025 and 10 July 2025.

The area adjacent to the HBHS fields (section W8 below in Figure 14) was surveyed to have a demand of 586 vehicles parking in this location between Monday to Friday. 82% of these vehicles parked for less than 30 minutes, indicating car parking turnover is predominately associated with picking up and dropping off.

Figure 14: Sample Car Parking Survey Location adjacent to HBHS fields

Discussed in further sections of this report, the section W8 is subject to the new proposed bus stop facility for HBHS.

SITE OBSERVATIONS

A site inspection was completed on 12 June 2025 between 8am and 9am. During the visit there was heavy rainfall. The following observations were made:

- Peachgrove Road was busy with a lot of drivers dropping off students. Drivers were observed to park in all the on-street car parking spaces. When these spaces filled up, drivers were observed to park on the cycle lane to drop off students.
- Driver speeds were observed to be low due to congestion and high traffic volumes. After dropping off students, multiple drivers were observed making U-turns/3-point turns on Peachgrove Road.
- The number of students walking and on bikes was observed to be high. There was low on road cycling demand, potentially due to cycling lanes being blocked by parked cars.
- Pedestrians were observed to cross Peachgrove Road at random locations, between Wilson Street and the HBHS main access. This typically coincided when traffic was at a standstill on Peachgrove Road.
- Students were observed to cross the HBHS fields at random locations when accessing the school.
- Students were observed to cross Peachgrove Road randomly near the Clyde Street intersection, not utilising the signal priority crossing located at the intersection.

COMMUNITY AND PUBLIC REQUESTS

A search of the Customer Request Management (CRM) system found five results:

- **October 2019**: Customer stated there is an ongoing problem with HBHS students parking partly over driveway entrances in the street while school is open. Customer would like to see parking spaces marked out on the road to help alleviate this problem.

- **March 2020:** Customer stated that every weekend, people speed down Wilson Street in the middle of the night. Customer is requesting that HCC install speed bumps down Wilson Street.
- **February 2020:** HBHS deputy headmaster requested HCC to come and see and assess the safety/ access when school finishes outside the school. HBHS deputy headmaster stated there are no pedestrian crossings for the students to use and there is a large amount of traffic and safety issues with buses, as well as people crossing the middle lane to get around cars and buses. HBHS deputy headmaster also requested for HCC to check to see if a bus bay can be installed in front of the school.
- **January 2021:** Customer suggested the implementation of a bus lane from the bus stops outside HBHS to the Five Cross Roads roundabout to help with the afternoon school traffic from HBHS, Peachgrove Intermediate and Southwell School.
- **November 2022:** Customer stated they have been a resident of Wilson Street in Hamilton East since 2010. Customer stated in recent months, it has become a drag strip. Customer stated that most road users drive to the speed limit, but there are now several who are observed to be speeding and racing. Customer stated that Wilson Street is on the number 13 bus route. Patricia Avenue School is metres away. HBHS and Peachgrove Intermediate are also nearby. Patricia Avenue School uses the street to take students on excursions. Customer stated that HBHS students park here and walk through on their way to and from EastLink sports centre. Customer requested traffic slowing devices are installed, to ensure the safety of both residents and those passing through.

STAKEHOLDERS ENGAGEMENT

Several stakeholders are near this location, including local businesses, educational institutions, and residents.

We will ensure effective and transparent communication with the primary stakeholders. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will collaborate with the contractor to determine traffic diversions and adaptable working hours. The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimising disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage, variable message boards (VMS), and posters placed in local shops. A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

HBHS have previously been consulted with as part of the East Pathways programme in late 2023. The HBHS principal and deputy principal had concerns regarding the operation of the school access, concerns over illegal parking and the safety of students crossing Peachgrove Road. The school was strongly in support of car parking removal to alleviate some of these concerns.

In April 2025, HBHS was met with again by the project team (noting the school has a new principal since 2023). Similar issues were discussed noting the same concerns as last time and support from the school to remove on street car parking. The school was in support of shared paths outside the school to provide more space for students. Additionally, the school discussed plans for a new fence to be installed along the frontage of the fields (which as of the date of this report has now been constructed).

The following key parties have been identified for engagement:

- HBHS: The project extent is located along the entire frontage of Hamilton Boys High School.
- Peachgrove Intermediate School: Located on the eastern side of the road adjacent to the project extent.
- Residential Properties: The area is predominately residential, and all adjacent properties will be consulted with.
- Busy Bees Hamilton East: Early childcare centre located on the eastern side of Peachgrove Road.

- Peachgrove Studios: Large accommodation complex located on the eastern side of Peachgrove Road.
- New Zealand Heavy Haulage Association (NZHHA): This section of Peachgrove Road is an over-dimension (OD) route.
- This section of Peachgrove Road is not an identified key route for Fire and Emergency NZ (FENZ).

An overview of the existing road features within the project extent is highlighted below in Figure 15, including bus stops, no stopping at all times broken lines, car parking, signalised crossing and the school entrance.

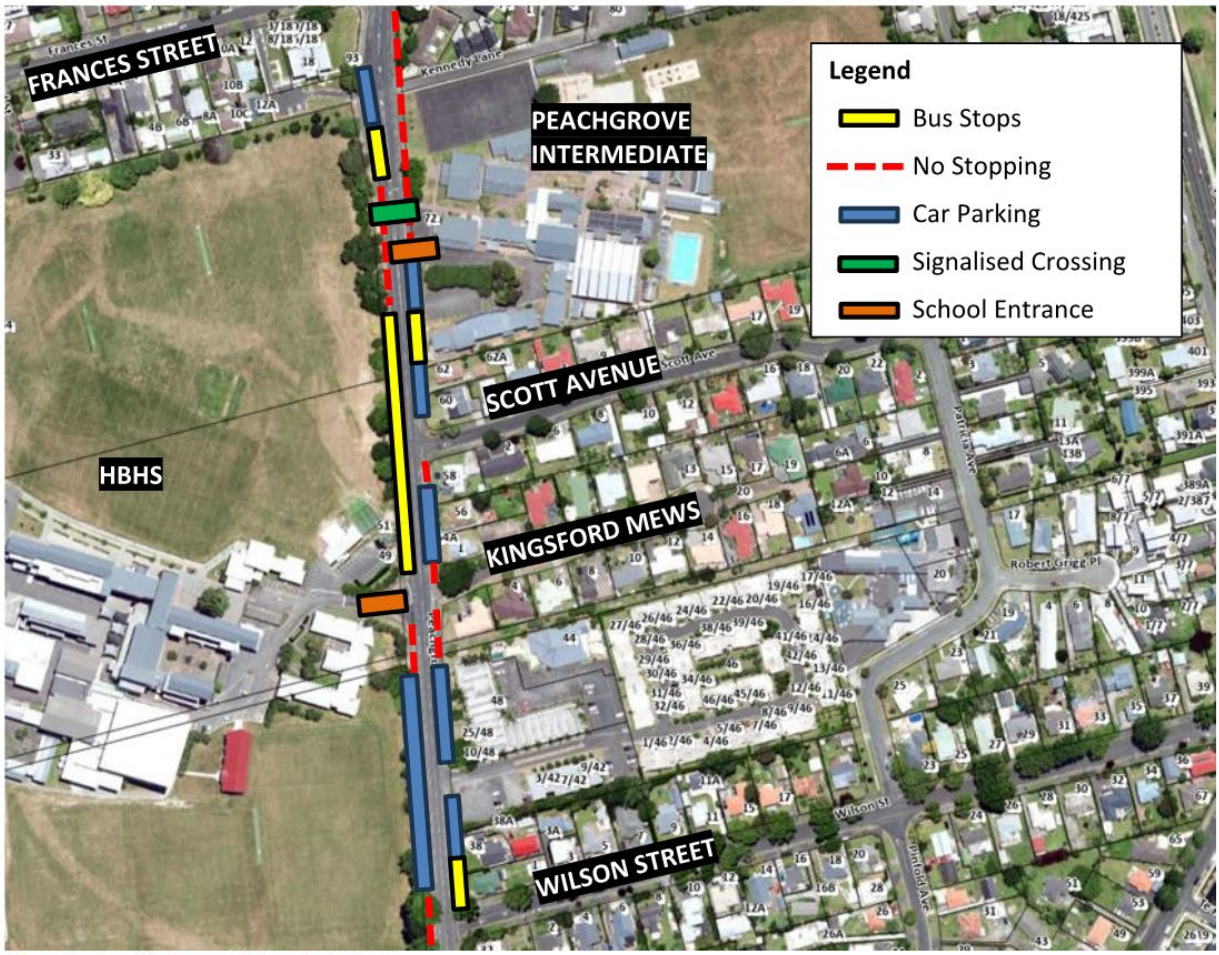


Figure 15: Road features within project extent

OPTIONS CONSIDERED

The Eastern Pathways SSBC had designs completed for this section of Peachgrove Road, between Clyde Street and Ruakura Road. It is noted that there are some 'constants' to be included in every option for this project to meet the project objectives and in line with the SSBC.

The project 'constants' and reasoning why these must be included are listed below:

- **Relocate HBHS bus stops south of HBHS entrance:** There is an existing 130m long bus stop located north of the main HBHS entrance. This will be relocated south to avoid conflict with the proposed Peachgrove Intermediate bus stops where kerbs are to be built out. If this bus stop facility is not moved south, realignment must be omitted from the design.

- **New mid-block crossing near Wilson Street:** There are the highest numbers of active mode users crossing the section of Peachgrove Road between Wilson Street and the HBHS entrance which justifies the need for a mid block crossing here.
- **Retain the Peachgrove Intermediate mid-block crossing:** This crossing is well utilised by students for HBHS and Peachgrove Intermediate and will be retained/upgraded in all options.
- **Tighten HBHS access:** The existing entrance into HBHS is wide and considered unsafe.
- **Minor realignment to Frances Street bus stop:** The existing bus stop located opposite Peachgrove Intermediate is not aligned well for bus drivers to exit the bus stop. This project will capture a minor improvement to this bus stop to realign the kerb better.
- **Parking removal required along HBHS frontage:** The main safety concern of the project is the operation of the existing car parking on Peachgrove Road, along the frontage of HBHS. Drivers are parking unsafely (i.e. on cycle lanes) and undertaking dangerous U-turns on Peachgrove Road in peak hours. The project scope will likely include kerb realignment to provide space behind for shared paths and removal of car parking. Retaining car parking outside the HBHS frontage will not address the significant safety issues in this area.

HCC staff developed and assessed seven options for improvements in a workshop. The long list design options, discussion, safe system scores and anticipated costs are summarised below in Table 4.

Table 4: Treatment Option Summary

Option	Treatment Type	Discussion	P50 and P95 Indicative Cost
1.	Full kerb realignment (both sides of Peachgrove Road)	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via realigning out both kerbs. The kerb realignment will provide additional space behind the kerb lines for active mode users. This will help reduce conflict between pedestrians and BMM users, especially during school peak hours. The kerb realignment will make Peachgrove Road safer to cross, reducing total time on the carriageway when crossing. Kerb realignment should help manage driver speeds along Peachgrove Road. The narrower carriageway will also reduce the ability to complete U-turn manoeuvres. **Risks:** • High-cost option requiring both sides of road to be reconstructed. • Longest construction duration option for Peachgrove Road. • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. **Safe System Score = 123**	P50 = $3.5m P95 = $4.2m

2.	Kerb realignment (western side of Peachgrove Road only) + project constants	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via realigning kerb on western side of Peachgrove Road. The realignment will provide additional space for active mode users, especially during school peak hours, helping reduce conflict between pedestrians and BMM users. Kerb realignment will narrow the vehicle carriageway and can help provide side friction for drivers, helping reduce driver speeds along Peachgrove Road. **Risks:** • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. • May still enable poor car parking behaviour and U-turns on Peachgrove Road. **Safe System Score = 144**	P50 = $2.0m P95 = $2.4m
3.	Kerb realignment (eastern side of Peachgrove Road only) + project constants	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via realignment on western side of Peachgrove Road. The kerb realignment will provide additional space for active mode users, especially during school peak hours, helping reduce conflict between pedestrians and BMM users. Kerb realignment will narrow the vehicle carriageway and can help provide side friction for drivers, helping reduce driver speeds along Peachgrove Road. **Risks:** • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. • May still enable poor car parking behaviour and U-turns on Peachgrove Road. • Does not enable new bus stop facility outside HBHS to be constructed as	P50 = $2.0m P95 = $2.4m

		there in insufficient space on the western side of the road. **Safe System Score = 138**	
4.	Signalised mid-block crossing near Wilson Street and upgrade existing only	Option to provide a new priority crossing near Wilson Street where pedestrian demand is high. Will help facilitate safe active mode user movement across Peachgrove Road **Risks:** • Will still enable poor car parking behaviour and U-turns on Peachgrove Road. • Does not enable new bus stop facility to be constructed as there in insufficient space on the western side of the road. • Does not address students randomly crossing Peachgrove Road. • Does not address driver speeds along Peachgrove Road. **Safe System Score = 156**	P50 = $0.8m P95 = $1.1m
5. **(Recommended)**	Full shared paths both side of road with full kerb realignment (both sides of Peachgrove Road) + project constants	Option to increase area for active modes and reduce Peachgrove Road's carriageway width via kerb realignment. The kerb realignments will provide additional space for active mode users, especially during school peak hours, helping reduce conflict between pedestrians and BMM users. The kerb realignment will make Peachgrove Road safer to cross, reducing total time on the carriageway when crossing. Kerb realignments can help manage driver speeds along Peachgrove Road. The narrower carriageway can also help prevent U-turn manoeuvres by making it awkward for drivers to attempt this manoeuvre. **Risks:** • High-cost option requiring both sides of road to be constructed. • Longest construction duration option for Peachgrove Road. • Steep berms on HBHS frontage could be difficult to implement at an accessible grade. • Project could conflict with tree roots on HBHS frontage. **Safe System Score = 99**	P50 = $3.5m P95 = $4.2m

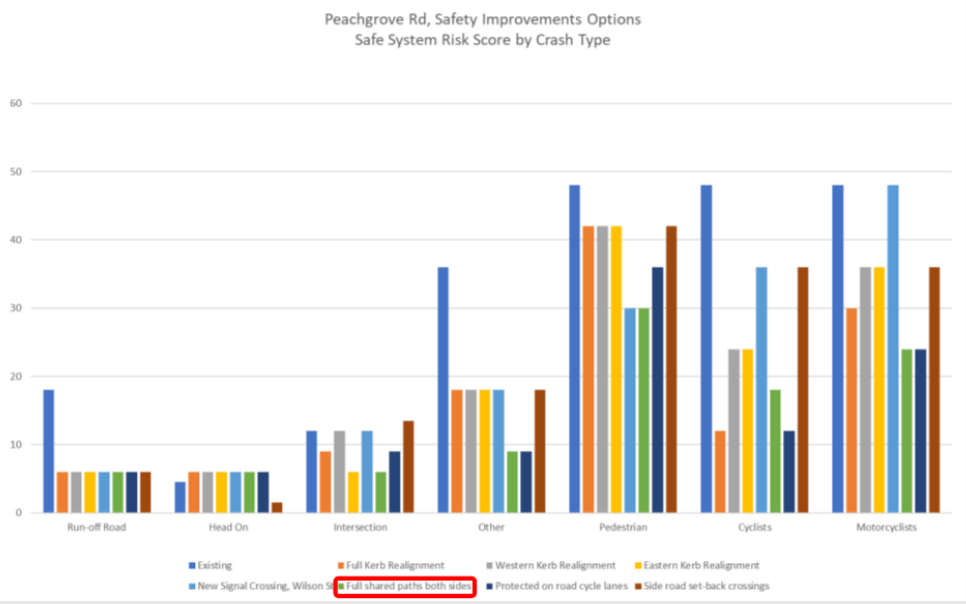
6.	Protected on road cycle lane (both side of Peachgrove Road) + project constants	Option to provide a protected on-road cycle lane (via physical traffic lane separator). Low-cost option providing a safe area for cyclists protected from general traffic. Protected cycle lanes can help reduce driver speeds along Peachgrove Road. The narrower carriageway width can also help prevent U-turn manoeuvres by making it awkward for drivers to attempt this manoeuvre. **Risks:** • Does not enable new bus stop facility for HBHS to be constructed as there in insufficient space on the western side of the road. • Does not address students randomly crossing Peachgrove Road. • Does not provide appropriate pedestrian areas outside HBHS for high demand of students. **Safe System Score = 102**	P50 = $2.0m P95 = $2.4m
7.	Four new set back side zebra crossings on raised safety platforms on side roads (Kingsford Mews, Scott Avenue, Wilson Street and HBHS Access) only	Option to provide a new priority raised zebra crossings on the four side roads within the project extent. Will help facilitate safe active mode user movement across all side roads on Peachgrove Road. **Risks:** • Will still enable poor car parking behaviour and U-turns on Peachgrove Road. • Does not enable new bus stop facility for HBHS to be constructed as there in insufficient space on the western side of the road. • Does not address students randomly crossing Peachgrove Road. • Does not assist in lowering driver speeds along Peachgrove Road. • Does not provide appropriate pedestrian areas outside HBHS for high demand of students. **Safe System Score = 153**	P50 = $1.5m P95 = $1.8m

TREATMENT ANALYSIS MATRIX

Table 5: Treatment Comparison Table Mid-Block Pedestrian Crossing

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays (sec)	Travel Costs	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ 50,000	$ 3,018,600	No Change	0	No Change	No Change	No Change	No Change	No Change	214.5	No Change	No Change
Full Kerb Realignment	$ 3,500,000	$ 256,581	9%	0	Minor	Minor	Significant	Medium Benefit	High Benefit	123.0	43%	91.5
Western Kerb Realignment	$ 2,000,000	$ 135,837	5%	0	Minor	Minor	Minor	High Benefit	High Benefit	144.0	33%	70.5
Eastern Kerb Realignment	$ 2,000,000	$ 135,837	5%	0	Minor	Minor	Minor	High Benefit	High Benefit	138.0	36%	76.5
New Signal Crossing, Wilson St	$ 500,000	$ 407,511	14%	0	Moderate	Minor	Moderate	High Benefit	High Benefit	156.0	27%	58.5
Full shared paths both sides	$ 3,500,000	$ 196,209	7%	0	Minor	Minor	Minor	Medium Benefit	High Benefit	99.0	54%	115.5
Protected on road cycle lanes	$ 2,000,000	$ 150,930	5%	0	Minor	Minor	Significant	Low Benefit	Low Benefit	102.0	52%	112.5
Side road set-back crossings	$ 1,500,000	$ 709,371	24%	0	Minor	Minor	Minor	High Benefit	High Benefit	153.0	29%	61.5

PREFERRED OPTION



RECOMMENDATIONS

The long list options were workshopped with internal subject matter experts and reviewed in the treatment analysis matrix. Based on the workshop discussions and safe system scoring, **Option 5 - full shared paths both side of road with full kerb realignment (both sides of Peachgrove Road)** with **Option 7 – side road set back crossings and the 'constants'** are recommended as the preferred combined option.

This recommendation is also in line with the Eastern Pathways School Link SSBC, prepared in 2021. The business case recommended similar active mode/public transport upgrades to this section of Peachgrove Road, which were identified through a multi-criteria analysis (MCA) process and, at that time, was supported by the community and stakeholders. In September 2023, a concept visualisation of the Eastern Pathways option was prepared and is shown below in Figure 16.

Figure 16: Visualisation of Proposed Improvements – Option 4, 5 and 7 Combined

The visualisation above depicts some of the key improvements that are included in Option 4, 5 and 7 and the project 'constant's. These include:

- HBHS bus stops relocated south of the school entrance and car parking removed.
- A signalised mid-block crossing proposed near Wilson Street at grade. (raised crossing is the safest option, with at grade crossing as an alternative option).
- Both kerb lines realigned to narrow the carriageway.
- Shared paths on both sides of the road.
- Side road dual zebra crossing on raised safety platforms (HBHS entrance, Kingsford Mews, Scott Avenue and Wilson Street)
- Existing signalised crossing near Peachgrove Intermediate retained and upgraded.

It is recommended that the kerbs are realigned to provide additional space for active mode users. This is especially important at the start and end of the school day, or when the school has large sports events. The kerb realignment will make Peachgrove Road safer to cross, reducing total time on the carriageway when students cross the road. In addition to this, a new mid-block signalised crossing will help facilitate safe crossing of Peachgrove Road. The kerb realignment can help manage driver speeds along Peachgrove Road.

Roadside car parking is planned to be removed along Peachgrove Road to mitigate the current unsafe parking behaviours that occur during school peak hours. Surveys show the roadside car parks are predominately used for short term parking, associated with parents dropping off HBHS students and result in dangerous U-turning behaviour.

The narrower carriageway will also reduce the opportunity for drivers to U-turning in Peachgrove Road. The existing roadside parking area be reallocated for better functioning bus stops outside HBHS and Peachgrove Intermediate, improving these facilities and available space for pedestrians and cyclists. It is noted, as above in the Stakeholder Engagement section, that there is support from HBHS to remove on-street car parking. The school was in support of shared paths outside the school to provide more space for students and wanted to see an upgrade to the HBHS access.

An overview of the recommendations is shown below in Figure 17.

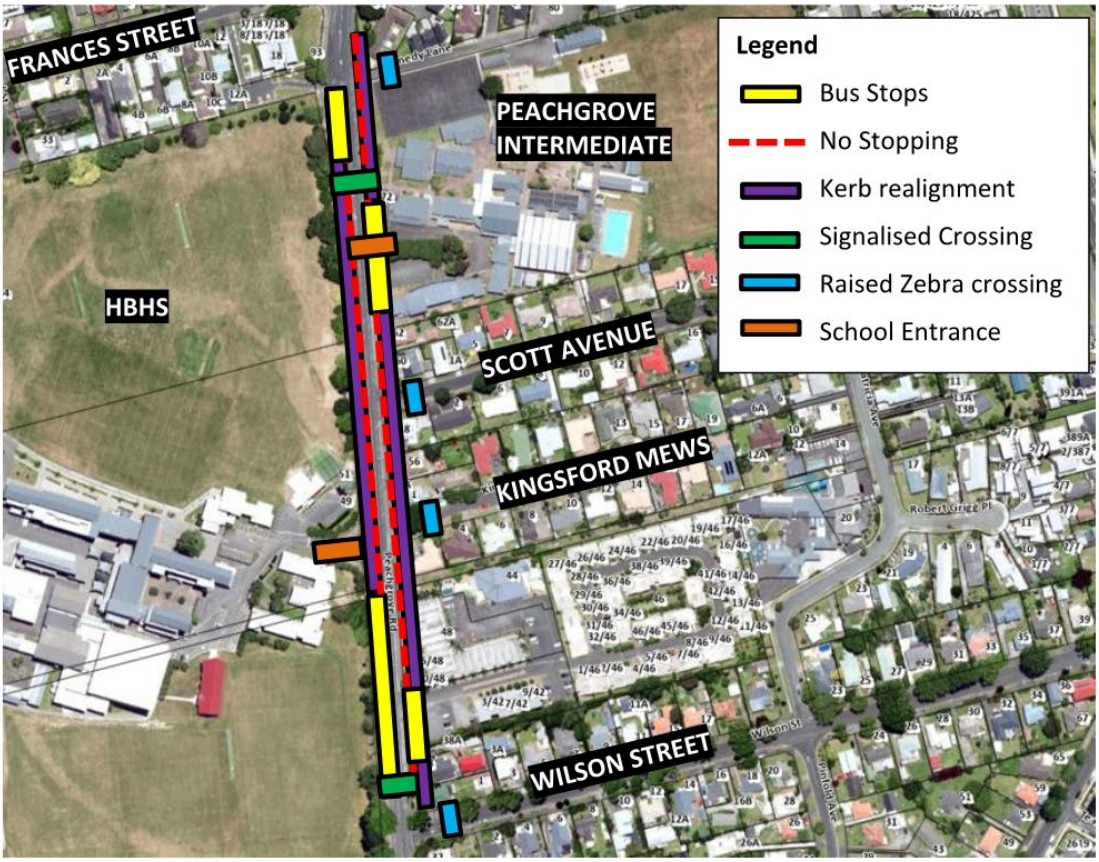


Figure 17: Recommended Option Summary

Project Report

East Street and Peachgrove Road Safety Improvements

2025/26

Hamilton City Council
Te kaunihera o Kirikiriroa

WHERE?

The site is located at the intersection of East Street and Peachgrove Road in Claudelands. The location is shown below in Figure 1.

Figure 1: Site Location

The Claudelands Woolworths supermarket is located approximately 250m south of the intersection. Southwell School is located approximately 200m north.

Peachgrove Road is a popular school route which caters for a lot of students, where students frequently cross East Street to access schools such as Peachgrove Intermediate School and Hamilton Boys High School and Southwell School.

The immediate land use adjacent to the intersection is residential, with a few commercial shops located on the north-eastern corner of the intersection. There is a rail track located 135m south of the intersection with a level crossing located across it.

WHAT'S THE PROBLEM?

This site is an unsafe crossroads intersection with poor visibility looking south, from the western side of East Street. Given the crossroads intersection form, there is high potential for crashes to occur as Peachgrove Road has approximately 15,000 vehicles per day (vpd). These high volumes along Peachgrove Road make it difficult for drivers to find safe gaps when turning right out of East Street (west).

Figure 2: Pedestrian crossing East Steet (west), with vehicle turning in front

East Street (west) is a wide road which makes it difficult for active mode users to cross, especially vulnerable users such as school students. East Street (east) also has no formal crossing facility available for active mode users apart from a narrow splitter island. Pedestrians have no dedicated or clear pathway through the parking outside the shops.

Peachgrove Road has a surveyed speed 85th percentile speed of 44.8km/h which is above the safe system threshold speed for crashes with active mode users.

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

The intersection is a crossroads intersection which increases the likelihood for crashes when drivers attempt to find gaps when exiting East Street.

The existing intersection is considered unsafe given that the volume of traffic on Peachgrove Road is approximately 15,000vpd.

It is important to address the problem to reduce the likelihood of a right-angle crash from occurring.

There is a large piece of empty land on the southeastern corner. This site has been sold, and a developer has undertaken a pre-application with council for 33 properties within the site. It is expected the access for this development will be off East Street.
This is expected to generate 200-300 extra traffic movements per day though the Peachgrove Road/East Street intersection.

Given there are no priority crossings for active mode users, such as school students, the likelihood of active mode user crashes are also of significant concern. East Street (western side) is frequently crossed by school students and it is a wide area of road to cross (20m wide) which presents a safety risk.

Peachgrove Road has a surveyed 85th percentile speed of 44.8km/h which is above the safe system threshold speed for crashes with active mode users.

The intersection has also had 14 reported crashes in the past 10 years, five of which resulted in minor injuries.

ROAD DATA

The intersection crossroads (4-way) intersection with give-way priority located on either side of East Street. There is unmarked car parking is located on the north-eastern corner of the intersection for the commercial shops.

Peachgrove Road has the following characteristics:

- Posted speed limit of 50km/h with a surveyed 85th percentile speed of 44.8km/h
- Two lane road with a flush median.
- South of East Street: Shoulder markings on both sides of the road with no stopping at all times (NSAAT) broken yellow lines.
- North of East Street: Shoulder markings on both sides of the road with unrestricted car parking. The car parking on the eastern side of the road is indented.
- Pedestrian footpath on either side of the road
- Pedestrian refuge/splitter island located mid block approximately 50m south of the intersection.
- No priority active mode crossings.

East Street has the following characteristics:

- Posted speed limit of 50km/h
- Two lane road with no centreline on the western leg, dashed white centreline line located on the eastern leg.
- Unrestricted and unmarked car parking on both sides of the road
- Pedestrian footpath on either side of the road
- Pedestrian refuge/splitter island located on the eastern leg of East Street.
- No priority active mode crossings.
- Wide area for pedestrians to cross between kerb cut downs (approximately 20m)

There are currently five local bus routes that operate on Peachgrove Road. These are shown below in Table 1.

Table 1: Public Transport Routes

Road Name	Bus Service	Bus Stop Location
Peachgrove Road	• 4N Flagstaff • 21 Northern Connector (Regional) • 23 Raglan (Regional) • 24 Te Awamutu (Regional) • O Orbiter (Frequent)	100m south of East Street: 164 and opp 164 Peachgrove Road. 275m north of East Street: 200 and 199 Peachgrove Road.
East Street	No bus service	No bus service

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as transport corridors but are also places where people spend time and interact with their surroundings. The current road ONF is listed below:

Table 2: One Network Framework & Volume of Traffic

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles (source: MobileRoads)
Peachgrove Road	Activity Street (M2,P3)	14,600 (est.2024), 5% Heavy
East Street	Local Street (M4,P4)	1,100 (est.2024), 1% Heavy

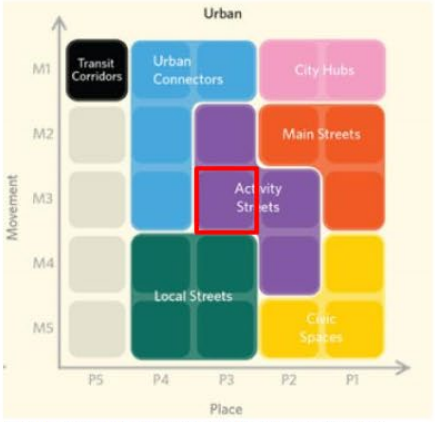


Figure 3: Peachgrove Road ONF Classification

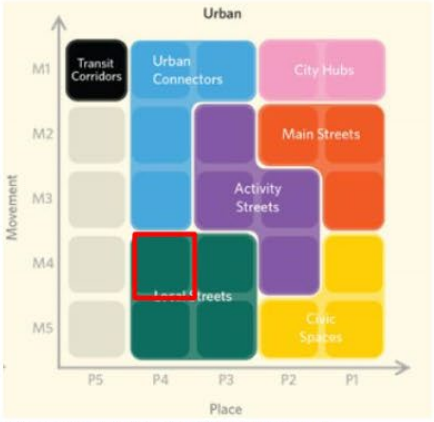


Figure 4: East Street ONF Classification

Peachgrove Road is defined as an 'Activity Street' and East Street is defined as a 'Local Street' in the Hamilton Future One Network Framework (ONF) Classification report, dated 27 February 2024.

Peachgrove Road is part of the Over Dimension (OD) route for large loads such as houses.

On 2 June 2025 between 7am and 7pm, the following turning volumes were counted:

Figure 5: Turning Movements

The majority of traffic that travels through here uses Peachgrove Road, with traffic left turning into East Street (west) also relatively busy. As discussed previously, with a large residential development due to be built on the south eastern corner, traffic volumes from East Street (east) could increase up to 65%.

CRASH HISTORY

A ten year crash search was undertaken in the NZTA Crash Analysis System (CAS) between 2015-2024, including all available results for as at 2025, for a 100m radius of the intersection. There have been 14 reported crashes from this search criteria.

Nine of the reported crashes were non-injury, while five were minor injury. There were no reported fatal or serious injury crashes.

The minor injury crashes all involved vehicles. These included two loss of control type crashes, a rear end crash, a U-turn crashes and a driver crashing into a stationary vehicle turning right.

The total social costs of all reported crashes are estimated to be $1.61m.
The team, also noted that there is knowledge of a cycle crash in this area, however this was not reported in CAS, and therefore is not included in this data.

The collision diagram is show below in Figure 6.

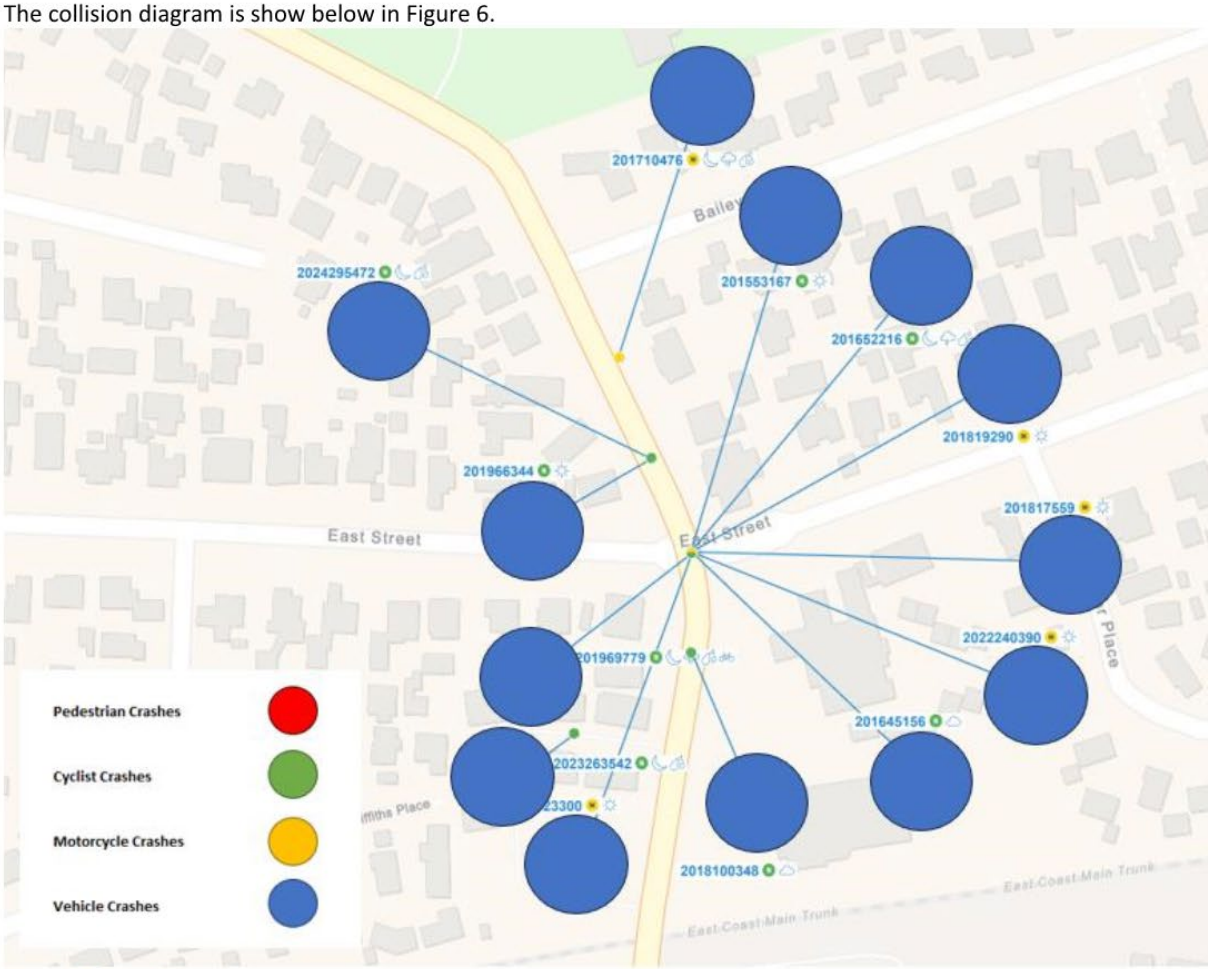


Figure 6: Collision Diagram

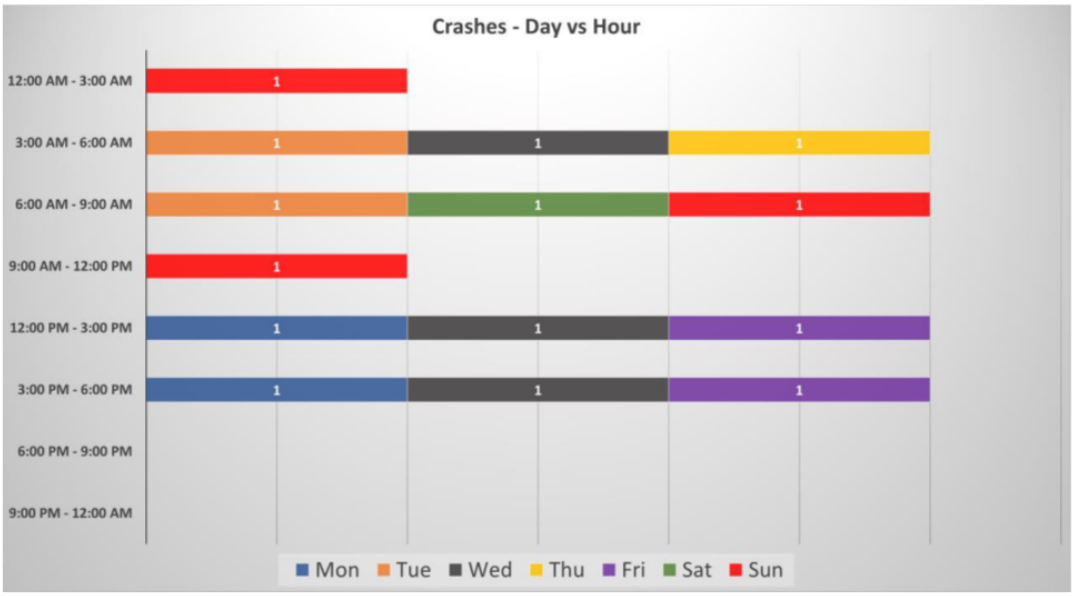


Figure 7: Crash History at Different Time Periods

PEDESTRIAN AND CYCLIST DATA

Table 3: Pedestrian and Cyclist Data

Pedestrian and Cyclist DataUser Type	Crossing East Steet (East)	Crossing East Steet (West)	Crossing Peachgrove Road		
	At the intersection	At the intersection	At the intersection	Mid-block	At central island
Pedestrians	134	150	25	5	27
Cyclist on Road	24	18	17	N/A	N/A
Cyclists on footpath	19	2	0	0	6

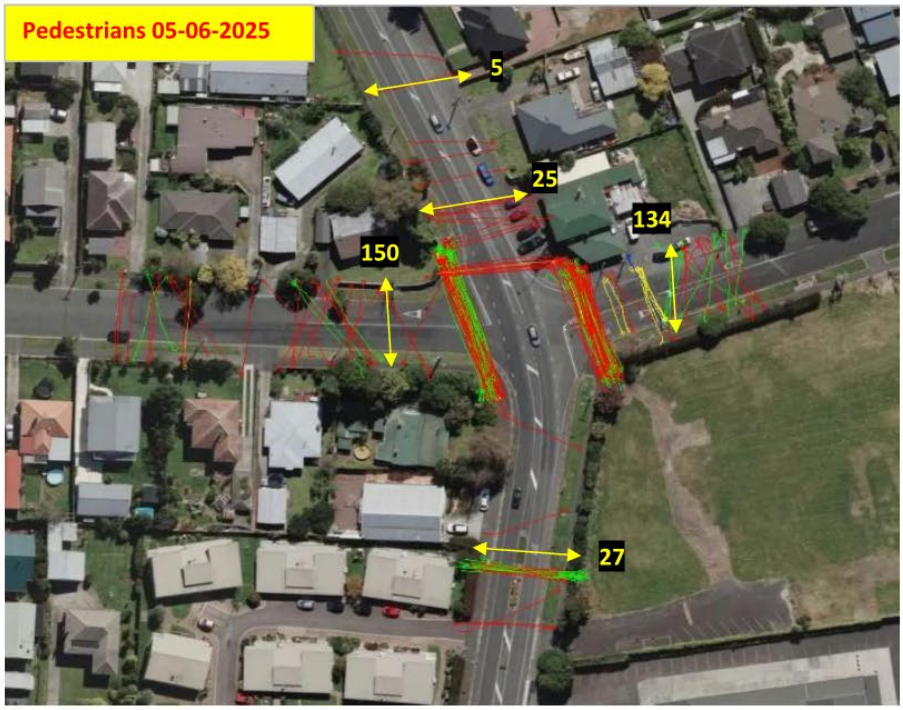


Figure 8: Pedestrian Crossing demand

Figure 9: Cycling Crossing demand

DATA OBSERVATIONS

Cameras were installed for a week, from the 4 June to the 11 June 2025.
The following observations were made:

- A high crossing demand on the north side of Peachgrove Road
- A high mobility scooter crossing demand on East Street east – shown as the yellow line in figure 8
- A high crossing demand across Peachgrove Road north
- Cyclists using the footpath and pedestrian island to cross Peachgrove Road

SITE OBSERVATIONS

A site inspection was completed on 22 May 2025 during the morning peak hour between 8am and 9am.
The following observations were made:

- Active mode user demand was observed along both sides of Peachgrove Road, crossing East Street on each side. The majority of active mode users were Hamilton Boys High School students. A parent was observed to help their child cross Peachgrove Road (from west to east) before letting them travel along Peachgrove Road on their own.
- Traffic demand was high along Peachgrove Road. There was minimal traffic demand turning out of East Street (east) and some demand for traffic turning out of East Street (west)
- Right turners from East Street (west) had difficulty exiting the intersection. Visibility here is obscured by the curve in the road. Drivers were observed to hesitate in a stop-start manner and rolling their vehicle forward past the limit line trying to find gaps in Peachgrove Road traffic. A photo of this behaviour is captured below in Figure 11.

Figure 11: Driver struggling to turn right out of East Street (west) due to limited visibility

- Car parking for the commercial shops on the north-eastern corner had a high parking turnover in the morning peak. This was generally associated with customers the café.
- Car parking is a haphazard and vehicle parking inefficiency as a result.

The parking area on Peachgrove Road, outside the café is full 71% between 7am-1pm, and 26% full between 1pm-7pm. The average length of stay is 35 mins. The parking area outside the dairy and takeaway on East Street (east) is full 29% between 7am-1pm, and 25% full between 1pm and 7pm. The average stay is 12 mins.

COMMUNITY AND PUBLIC FEEDBACK

A search of the Customer Request Management (CRM) system found 10 results:

- **August 2017**: Customer has suggested convex mirrors outside/on corners of East St & Peachgrove (174 & 180 Peachgrove).
- **March 2019**: Customer proposes a roundabout is installed at the intersection of Peachgrove Road and East Street. Caller advised she has witnessed many near hits at this intersection, which is very busy

- **October 2022**: Customer stated that this is a dangerous intersection between East Street and Peachgrove Road with reduced sight distance. Customer advised the installation of a mirror to increase visibility and avoid crashes, especially since a detour through this route had been put in place which will increase the amount of people using that intersection. Customer stated that it is very hazardous for a right turn from East Street into Peachgrove Road.
- **February 2023**: Customer wanted to address a safety issue for motors making a right hand turn out of East Street into Peachgrove Rd towards the Countdown Supermarket in Hamilton East. Customer stated if you have ever had to make this turn you will see it is a significant blind spot and risky as people have limited time to pass the intersection and are at risk from traffic coming the other way which can be on top of them in a second. Customer suggested recommendation is for a mirror to be placed on the opposite corner as is custom on rural roads which will make the interaction a lot safer.
- **June 2023**: Customer stated a a safety concern at the intersection of East St and Peachgrove Road in Claudelands, Hamilton. Specifically, the issue is with the limited visibility for vehicles turning right from East St to Peachgrove Road in an eastward direction. Customer suggested the installation of a speed bump to address this issue. The intersection is a bend, and when turning right, vehicles from the right-hand side can only be seen partially. By the time they are visible, they are already very close. If the oncoming vehicle is travelling at a high speed and the turning time is short, the situation can be dangerous. Based on my personal driving experience, I suggest that a speed bump be installed to slow down the speed of vehicles approaching from either direction, thereby increasing safety. Customer recommend that the specific location and design of the speed bump be evaluated by a professional in road traffic management.
- **July 2023**: Customer suggested that bikers are coming up (north) and down (south)Brooklyn and across the park from Heaphy would it not be wise to put a dedicated cycle lane down East St. This would enable bikers going to HBHS, the Intermediate and Southwell, safer access. There would probably need to be some form of safety, like traffic lights, at the Peachgrove/ East St intersection.
- **November 2023**: Customer stated that the right turn onto Peachgrove Road from East Street is made very dangerous due to a complete lack of visibility over traffic coming from the South
- **April 2024**: Customer reported that the corner of the road where Peachgrove intersects with East Street is quite dangerous. Customer said that she has to cross Peachgrove at that spot quite often and she finds that cars speed up when coming along that corner and she believes it is quite dangerous and she doesn't feel like it is safe crossing there as cars aren't slowing down.
- **November 2024**: Customer spoke at the Infrastructure and Transport Committee to recommend an intersection upgrade is included in the transport programme.
- **February 2025:** Customer stated that it is a dangerous intersection between East Street and Peachgrove Road with reduced sight distance, I'd advise the installation of a mirror to increase visibility and avoid crashes, especially since a detour through this route has been put in place which will increase the amount of people using that intersection. Very hazardous right turn from East Street into Peachgrove Road.

STAKEHOLDERS ENGAGEMENT

Several stakeholders are located in close proximity to this intersection, including local businesses, educational institutions, and residents.

The following parties have been identified for engagement:

- Commercial shops on north eastern corner of the intersection: Intersection is located adjacent to the north-eastern corner of some commercial shops, these include Le Jardin Bakery and Café, East Street Superette and South Indian Bala's Kitchen Takeaway and Restaurant.
- Hamilton Boys High School: The intersection is used by students from Hamilton Boys High School.
- Peachgrove Intermediate school: The intersection is used by students from Peachgrove Intermediate School.

- Southwell School: Located north of intersection.
- Kiwirail: the railway is within 100m of the intersection
- Heavy Haulage association
- Residential properties: The area is predominately residential. It is known to the project team, that the residents in this area, are highly engaged with council, therefore we will engage with them, though a door knock and online strategy. The area we will engage with is:
- Blue area – residential, Orange - commercial

Figure 12: Areas for Consultation

It is noted that through previous engagements with this area, there has been request for traffic calming or a Safer Speed Area through here. Therefore, we are keen to explore the opportunity to change the street environment of East Street west. This could be undertaken in a number of ways:

1. Traffic calming along East Street west, either vertically or horizontal
2. A left in, left out treatment at the intersection of Peachgrove Road and East Street
3. A full closure of East Street (west)

Following macroscope approval will ensure effective and transparent communication with all stakeholders. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will collaborate with the contractor to determine traffic diversions and adaptable working hours. The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimizing disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage, variable message boards (VMS), and posters placed in local shops. A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

This section of Peachgrove Road and East Street are not identified key routes for Fire and Emergency NZ.

PROJECT OUTCOMES

There are a number of ideal project outcomes for this intersection safety improvement:

- Maintain all legal existing car parking outside the shops, ideally a total of 13 car parks

- Reduce or remove the likelihood of a car on pedestrian or cycle crash both crossing Peachgrove Road, and East Street
- Improve the crossing Level of Service for both Pedestrians and Cyclists, encouraging them to use walking and cycling
- Discourage rat running through East Street (west)

OPTIONS CONSIDERED

The long list design options, discussion and anticipated costs are summarised below in Table 4.

Table 4: Treatment Option Summary

Option	Treatment Type	Discussion	Indicative Cost
1.	Roundabout	Option includes full transformation of the existing intersection into a single lane roundabout. **Benefits:** There is limited sight distance available from East Street (west) for drivers looking right at northbound traffic. A proposed roundabout will help address the reduced sight distance by significantly slowing down northbound traffic as they will now need to give way, making this safer for drivers exiting East Street (west). Priority or non-priority crossings could be implemented on the roundabout approaches for active mode crossing. Will lower the speeds around the intersection significantly. Will require major kerb realignments and adjustments and modification to existing car parking outside the commercial shops on the north-eastern corner. **Risks:** • Costly option to implement. • Removal of on street car parking spaces adjacent to commercial shops. • Disrupts traffic flow along Peachgrove Road.	P50 = $2.5m P95 = $3.0m
2.	Signalised Intersection	Option includes full transformation of the existing intersection into a signalised intersection. **Benefits:** There is limited sight distance available from East Street (west) for drivers looking right at northbound traffic. A proposed signalised intersection will help address the reduced sight distance by priority controlling turning movements Signalised priority crossing for active mode users would be installed on all intersection approaches.	P50 = $3.0m P95 = $3.6m

		Risks: • Costly option to implement. • Removal of on street car parking spaces adjacent to commercial shops. • Disrupts traffic flow along Peachgrove Road. • Will require major kerb realignments and adjustments and modification to existing car parking outside the commercial shops on the north-eastern corner.	
3.	Kerb build outs + Peachgrove signalised midblock	Option to reduce the crossing distance for East Street (east and west) via building out the kerbs. The kerb build outs will provide a shorter distance to cross East Street. **Benefits:** The kerb build outs will help reduce driver speeds of traffic on Peachgrove Road into East Street (both east and west), helping reduce severity if a crash were to occur. This option includes upgrading the existing refuge island into a signalised mid block crossing on Peachgrove Road. **Risks:** • Does not provide a priority crossing for East Street for active mode users. • Does not address visibility issue for East Street (west) for drivers and active mode users looking at northbound traffic on Peachgrove Road. • Some impact on parking at shops but approximately 1 or 2 spaces.	P50 = $800k P95 = $1.05m
4.	Kerb build outs and new crossing facility East Street (west) + Peachgrove signalised midblock	Option to reduce the crossing distance for East Street (east and west) via building out the kerbs. The kerb build outs will provide a shorter distance to cross East Street. Identical to Option 3, aside from a new raised safety platform and zebra crossing located on East Street (west). **Benefits:** The kerb build outs will help reduce driver speeds of traffic on Peachgrove Road into East Street (both east and west), helping reduce severity if a crash were to occur. This option includes upgrading the existing refuge island on Peachgrove Road into a signalised mid block crossing. **Risks:** • Does not address visibility issue for East Street (west) for drivers looking at northbound traffic on Peachgrove Road. • Some impact on parking at shops but approximately 1 or 2 spaces.	P50 = $1.05m P95 = $1.20m
5.	Turning restrictions and traffic calming East Street	Option to restrict movements and/or provide turning restrictions/traffic calming on East Street (west).	P50 = $1.05m P95 = $1.20m

	(west) + Peachgrove signalised midblock	Safer alternative option for active mode users crossing East Street (west) as this significantly reduces crossing distance and removes some traffic movements, reducing overall conflict points. This option includes upgrading the existing refuge island on Peachgrove Road into a signalised mid block crossing. **Benefits:** Improves the visibility issue for East Street (west) as drivers have increased sight distance looking at northbound traffic on Peachgrove Road. **Risks:** • Restriction of traffic could impact traffic network. However, based on surveyed traffic movements this is a minor risk. • East Street residents (and nearby impacted residents on Pearsons and Daisy) may be opposed to the restriction of turning movements.	

RECOMMENDATIONS

Preferred Recommendation Option 5 - Turning restrictions and traffic calming East Street (west) + Kerb buildouts and new crossing facility East Street (East) + Peachgrove signalised midblock

As a recommendation to safely upgrade East Street (west), we recommend consultation is undertaken with all residents of East Street, Daisy Street, Short Street and Pearsons Avenue to:

- Propose East Street (west) kerb tightening, with potential turning movement restrictions for traffic and/or traffic calming on East Street (west).
- Upgrading the existing refuge island on Peachgrove Road to a signalised crossing
- Propose kerb tightening and an upgraded crossing facility on East Street (east) including improvements to shopping area car parking.

Alternative Recommendation = Option 4 - Kerb build outs and new crossing facilities in East Street (east & west) + Peachgrove signalised midblock

In line with some of the project outcomes, an alternative option is:

- East Street (east) kerb tightening and a raised safety platform with a zebra crossing.
- Upgrading the existing refuge island on Peachgrove Road to a signalised crossing
- Propose kerb tightening and an upgraded crossing facility on East Street (east) including improvements to shopping area car parking.

The key concerns with the site, both assessed by the project team and consistent with community feedback, demonstrate that sight distance looking south from East Street (west) is limited. The limited visibility impacts both right turning drivers out of East Street (west) and active mode users crossing East Street (west). The potential restriction of turning movements is a lower cost option that addresses these safety issues and could help remove rat-running on East Street. Less traffic would help lower the risk of crashes occurring.

A sketch of the **preferred recommended** and **alternative recommended** options is shown below.

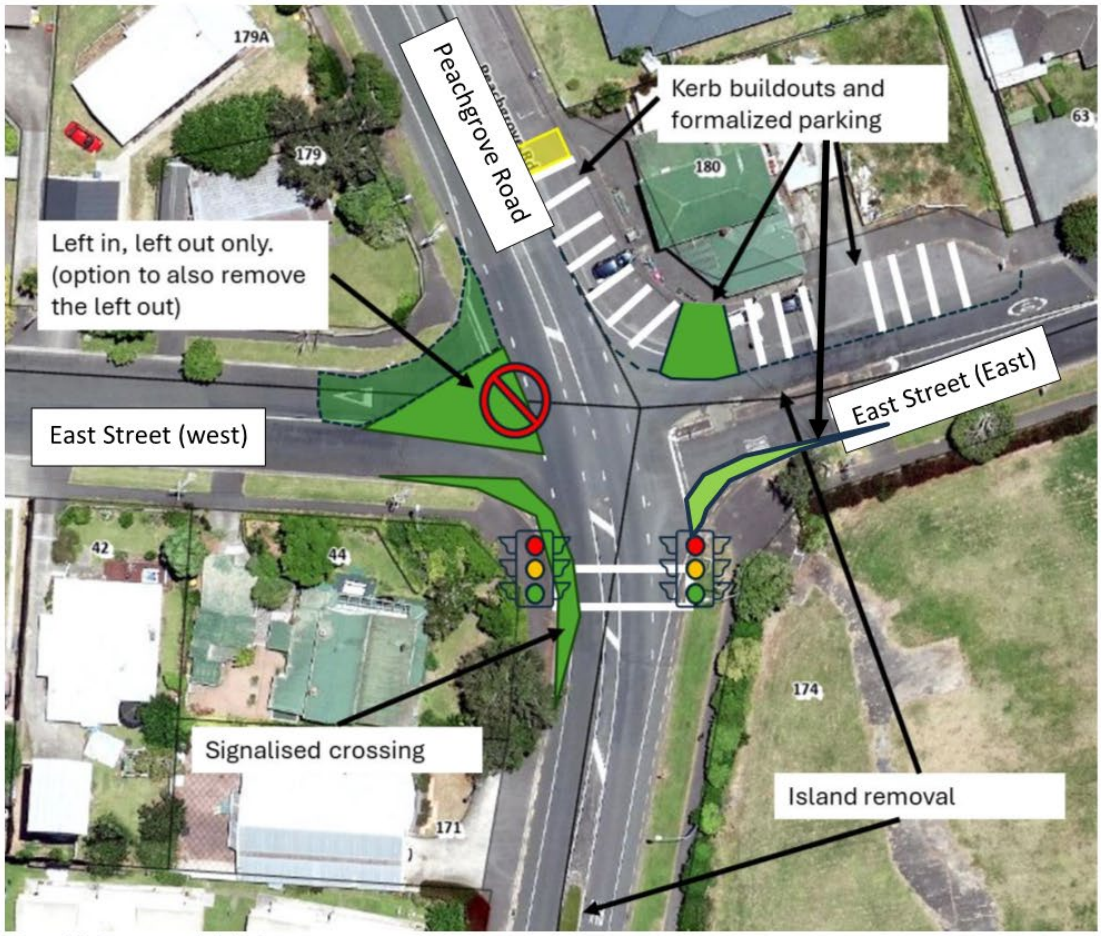


Figure 13: Recommended Option

Figure 14:Example of kerb build out and parking

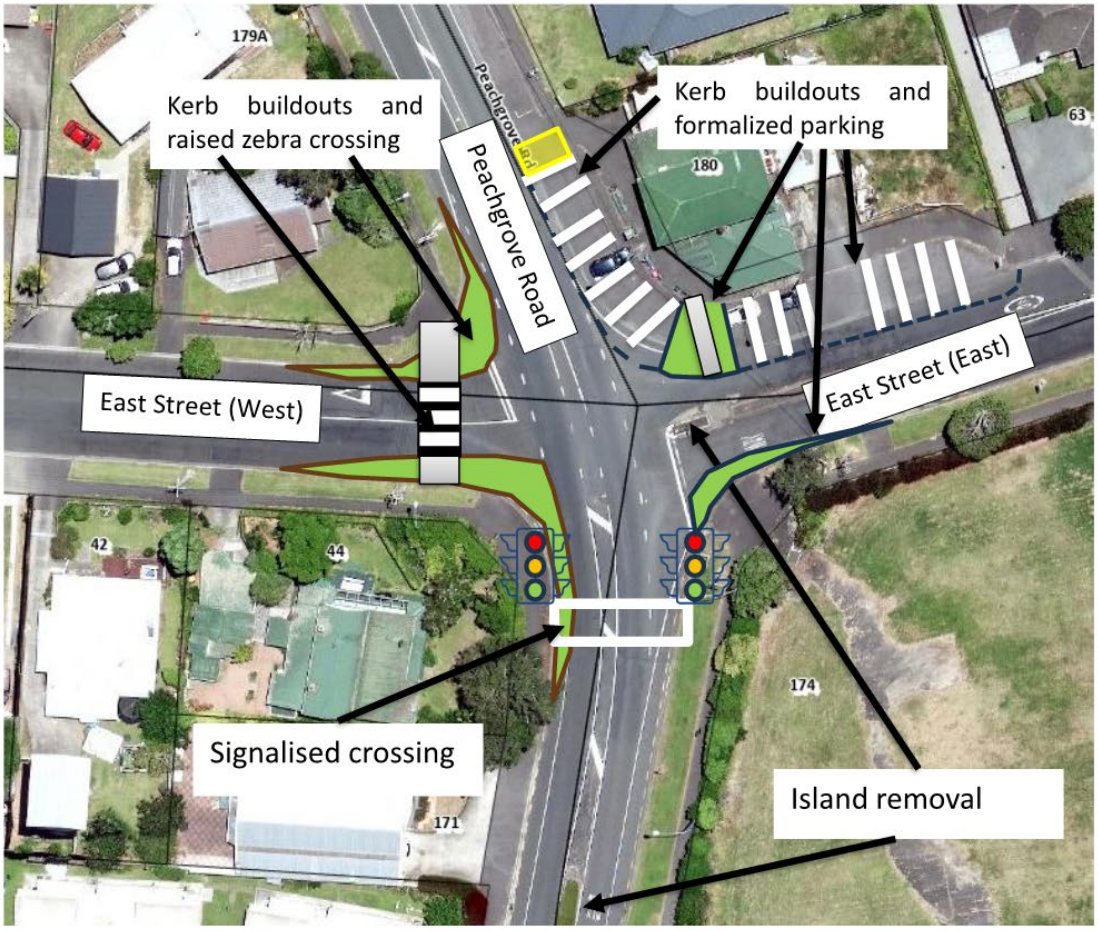


Figure 15: Alternative option

Council Report

Committee: Infrastructure and Transport Committee
Date: 04 September 2025

Author: Phoebe Flexman
Authoriser: Kevin Strongman

Position: Urban Transport Planner
Position: General Manager Infrastructure and Assets

Report Name: 2025 Streetscape and Gateways Policy - Recommendation to Council for Adoption

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the progress of the review of the proposed 2025 Streetscape and Gateways Policy.
2. To seek approval from the Infrastructure and Transport Committee to recommend that the Council adopts the revised 2025 Streetscape and Gateways Policy.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
   a) receives the report;
   b) recommends that the Council approves the revised 2025 Streetscape and Gateways Policy (**Attachment 1**).

Executive Summary - *Whakaraapopototanga matua*

4. The 'Streetscape Beautification and Verge Maintenance Policy' (**Attachment 2**) and 'Hamilton Gateways Policy' (**Attachment 3**) have been reviewed as part of a policy review process.
5. 14 of May 2020, Elected Members resolved to review the Gateways Policy in conjunction with the Streetscape Beautification and Verge Maintenance Policy.
6. Staff have reviewed both policies and have taken a principles-based approach to align the policies and to develop one policy to be considered for adoption. The amalgamation of the policies will provide guidance to planners, developers and maintenance staff.
7. Although the two original policies have been amalgamated and a set of guiding principles established, the core provisions of each policy have been retained to preserve their original intent and functionality. The resulting 2025 Streetscape and Gateways Policy (the Policy) guides investment, but it does not determine it.

8. As part of the review, a number of Elected Member briefings were held during 2023 and 2024. During these briefings, staff sought direction on proposed changes and direction for a combined policy.

9. As Hamilton continues to experience rapid growth, it is essential to balance long-term maintenance costs with the desired level of amenity. A consolidated, principles-based policy framework strengthens the Council's investment strategy by promoting consistent decision-making and reinforcing our commitment to financial sustainability.

10. Targeting higher amenity standards at priority gateways and streetscapes enables Council to concentrate investment where it delivers the greatest return. This targeted approach supports fiscal sustainability; focusing investment where it has the greatest impact, while ensuring service levels are maintained in the areas that matter most. This aligns with the strategic direction of the Long-Term Plan 2024–2034 and supports a shift toward lower-maintenance approaches.

11. There has been general public interest in both the Gateways and Streetscape Beautification and Verge Maintenance policies, particularly the latter of the two. However, this public interest is focused primarily on the operational aspects of the policy's implementation rather than the Policy itself, such as 'what the public can and cannot do in the berm'.

12. These concerns are being addressed through a forthcoming Streetscape Code of Practice, which will support the Policy's implementation and provide the detail for the community.

13. Staff have undertaken targeted engagement with key groups including mana whenua, my life my voice and the disability advocacy group, and used known community feedback from the 2024-34 Long-term Plan Consultation and the Tree Policy Consultation to inform the policy and its review.

14. The changes to the policy and known interest from the public on the matter, has meant that the Policy has not met the threshold required in the Significance and Engagement Policy to undertake formal public consultation. On that basis, Staff have not undertaken wider public consultation during this policy review.

15. Staff recommend that the Infrastructure and Transport Committee recommends that the Council approves the proposed amalgamation of the policies and adopts the revised Hamilton Streetscape and Gateways Policy (**Option 1**) (**Attachment 1**).

16. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

Streetscape Beautification and Verge Maintenance Policy

17. The current *Streetscape Beautification and Verge Maintenance Policy* was adopted at the Strategy and Policy Committee 8 December 2015 [AGENDA][MINUTES] and has been due for review since 2018/2019 and is **Attachment 2** of this report.

Gateways Policy

18. The current *Gateways Policy* was adopted 8 December 2015 [AGENDA][MINUTES].

19. The Hamilton Gateways Policy was developed to provide guidance on the development of gateway entrances and routes into Hamilton and is most often used to guide discussions with external agencies such as New Zealand Transport Agency- Waka Kotahi (NZTA) it is **Attachment 3** of this report.

20. On the 14 of May 2020, Elected Members resolved to review the Gateways Policy in conjunction with the Streetscape Beautification and Verge Maintenance Policy. The reviewed policies were to be bought to the then named Infrastructure Operations Committee.

Review to date

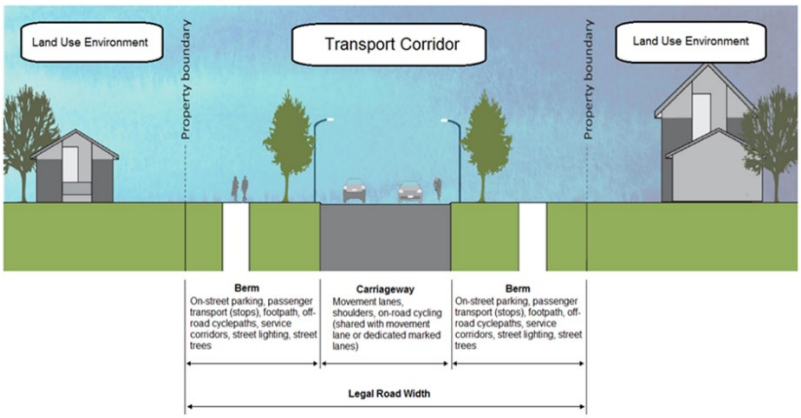
21. Both Policies have been due for review since October 2018.

22. A series of reports have been to the Infrastructure and Transport Committee (previously Infrastructure Operations Committee) and the Strategic Growth Committee. Further briefings/workshops with Elected Members as part of the policy review process have also taken place. Details of these are set out in Table 1 below:

Date	Committee/Briefing	Link
13 June 2019	Elected Member Briefing- Reviews of Gateways Policy and Streetscapes Policy	[AGENDA]
14 May 2020	Strategic Growth Committee – GM Report	[AGENDA][MINUTES]
24 February 2022	Infrastructure Operations Committee - GM report	[AGENDA][MINUTES]
7 March 2023	Infrastructure and Transport Committee – GM report	[AGENDA][MINUTES]
22 March 2023	Elected Member Briefing- Hamilton Gateways Policy and Streetscape Beautification and Verge Maintenance Policy	[AGENDA]
2 August 2023	Elected Member Briefing- Hamilton Gateways Policy and Streetscape Beautification and Verge Maintenance Policy	[AGENDA]
21 September 2023	Infrastructure and Transport Committee – Activity Report	[AGENDA] [MINUTES]
9 November 2023	Infrastructure and Transport Committee - Strategic matters report	[AGENDA][MINUTES]
14 February 2024	Elected Member Briefing- Streetscape & Gateways Policy (Review) and Tree Policy (new policy)	[AGENDA]
27 February 2024	Strategic Growth and District Plan – GM Report	[AGENDA][MINUTES]

Discussion - *Matapaki*

23. The revised policy applies to gateway entrances into Hamilton. It also applies to the Transport Corridor, which includes berms, carriageways additionally including traffic medians and roundabout, as shown below:



Review Process

24. Generally, the original Hamilton Gateways Policy and Streetscape Beautification and Verge Maintenance policies were thought to be fit for purpose with only some minor changes required.

25. However, in the early stages of the policy review and following an Elected Member workshop, it was felt that the revised policies could be more principle-based rather than prescriptive. This led to staff amalgamating the Hamilton Gateways Policy and Streetscape and Verge Maintenance Policy into one.

26. With the amalgamation of the two policies, the following changes have been made within the draft policy:

<table>
<tr><th>Changes made</th><th colspan="2">Comment</th></tr>
<tr><td>Development of six guiding principles (New)</td><td colspan="2">Safe and inclusive for all: Our Streetscapes and Gateways enable safe and healthy living and do not pose any unnecessary risks or create barriers to people using our transport corridors.
Integrated and fit for purpose: We manage our Streetscapes to ensure they support form and function of the street (in alignment with our One Network Framework) and the local context.
Nature is prioritised: We ensure that our Streetscapes and Gateways support sustainable practices, protects biodiversity and values our natural assets.
Culture and History: Our Streetscapes and Gateways honour and celebrate the Maaori culture and history of the area.
Future focused: We ensure our Streetscapes and Gateways prepare for the future by taking intentional approaches to the planning, design, planting, maintenance and renewals of these spaces to be resilient & ready for our changing climate.
Financially sustainable: Our Streetscapes and Gateways construction, maintenance and renewals provide long-term value for money.
As a result, the Purpose of this policy has been updated to reflect this addition.</td></tr>
<tr><td rowspan="3">Review of Gateways (Change)</td><td>Old Primary Gateways
Te Rapa Road
Cambridge Road (SH1)
Resolution Drive
Mangaharakeke Drive (SH1)
Old Secondary Gateways
Whatawhata Road (SH23)
Ohaupo Road (SH3)
Morrinsville Road (SH26)
Tuhikaramea Road
Ruakura Road
Greenhill Road
Gordonton Road</td><td>New Priority Gateways
Cambridge Road (SH 1c)
Mangaharakeke Drive (SH1c)
Pardoa Boulevard
Whatawhata Road (SH23)
Te Rapa Road
Ohaupo Road (SH3)
Morrinsville Road (SH26)</td></tr>
<tr><td colspan="2">Use of billboards and promotion has been clarified now reads:
Gateways are not intended to incorporate promotional tools (e.g. pole banners for upcoming events), or billboards (including digital billboards) for commercial advertising.</td></tr>
<tr><td colspan="2">Further definition and clarification of the difference between “Priority Gateways” (previously, Type 1), and “Other Gateways” (previously, Type 2).
Priority Gateways are typically sites where the movement of people exceeds 17,500 daily, and are either a key entry into the city, or an entrance to areas within the city that serve as major destinations or hubs
Other gateways are generally located where the daily movement</td></tr>
</table>

	of people is below 17,500 daily.	
Review of Streetscapes *(Change)*	**Old Level 1 Streetscape sites** Central city • Garden Place/Civic Square • Victoria Street between Hood Street and London Street • City Gate Alexandra Street City-wide • Anzac Parade/Angelsea Street roundabout • Cobham Road/Tristam Street roundabout • Nawton Road/Seddon Street roundabout • Sunshine Avenue/Te Rapa Road roundabout • Forest Lake Road/Ulster Street intersection • River Road/Endeavour Avenue roundabout • Wairere Drive/Hukanui Road roundabout • Hukunui Road/Clarkin Road roundabout • Five Cross Roads roundabout • Primary City Gateways as outlined in the Hamilton Gateways Policy	**New Priority Streetscapes** • Garden Place/Civic Square • Victoria Street between Hood Street and London Street • Alexandra Street • Anzac Parade/Angelsea Street roundabout • Cobham Road/Tristam Street roundabout • Nawton Road/Lincoln Road roundabout • Sunshine Avenue/Te Rapa Road roundabout • Forest Lake Road/Ulster Street intersection • River Road/Endeavour Avenue roundabout • Wairere Drive/Hukanui Road roundabout • Hukunui Road/Clarkin Road roundabout • Five Cross Roads roundabout

	Old Level 2 Streetscape sites Central city • Remainder of central city streets City-wide • Dinsdale Road/Tuhikaramea Road roundabout • Ohaupo Road/Normandy Avenue roundabout • Nawton Road/Lincoln Road roundabout • Thermal Explorer Highway • Resolution Drive/Borman Road roundabout • Wairere Drive • Te Aroha Street/Grey Street roundabout • Lake Crescent • Western Rail Trail • Frankton Village • Hamilton East precinct • Dinsdale shopping precinct • Five Cross Roads shopping precinct • Secondary City Gateways as outlined in the Hamilton Gateways Policy	
	Old Level 3 Streetscape sites • All other streets and sites	
Fit for purpose language and content *(Change)*	Take a plain English language approach and update any out-of-date references e.g.. MOTSAM (Manual of Traffic Signs and Markings);	
Streetscape Code of Practice *(New)*	Initiating the development of a Streetscape Code of Practice to provide detailed guidance on key elements that support effective policy implementation. This Code will be developed after the policy is formally adopted. • This will play a key role in providing more clarity around what the public can and cannot do in the berm (streetscape activities).	
Tree Planting *(Change)*	Content related to street trees has been moved to the proposed Tree Policy (the draft policy is being recommended to Council for adoption at its 28 August 2025 meeting). As a result, the scope of this policy has been updated to reflect that change.	
Financial sustainability/ responsibility. *The policy guides*	To align the policy to decisions and direction made in the Long- Term Plan 2024-34, with particular emphasis on fiscal sustainability and taking a balanced approach.	

investment and does not determine it. *(Change)*		
Alignment with Council Strategy and Policy *(New)*	**Policy:** • Climate Change Policy; • Monuments and Memorial Art Policy; • Open Space Provision Policy; • Trading In Public Places Policy; and • Tree Policy (Council to adopt *28 August 2025*)	**Strategy:** • Access Hamilton; • He Pou Manawa Ora; • Nature in the City; • Our Climate Future; • Open Spaces Strategy; and • Play Strategy

Targeted Engagement

27. Staff have considered community views through previous engagement, including feedback from the Long-Term Plan 2024–2034 and the Tree Policy consultation.

28. Early engagement with key stakeholders and Mana whenua have been held. This engagement has assisted in the development of the revised Policy.

29. Input from Elected Members has been provided through three Councillor Briefings/ workshops held from March 2023 to February 2024.

30. Staff have also undertaken targeted early engagement with key stakeholder groups during the policies review, including:

    i. Disability Advocacy Group;
    ii. My Life, My Voice; and
    iii. Ngaa te Wairere and Waikato Tainui.

31. Public interest has focused on operational aspects of implementation rather than the Policy itself. Such as

    i. ‘What the public can and can’t do in the berm’; and
    ii. the maintenance standards of the streetscape for which Council is responsible for.

32. These concerns are being addressed through the Long-Term Plan and a forthcoming Code of Practice, which will support the policy’s implementation.

33. The policy aligns with the direction of the Long-Term Plan 2024–2034 and supports a shift toward lower-maintenance approaches. While it guides investment, it does not determine it.

34. The revised policy retains the core provisions of the original policies, with no fundamental changes. Tree-related content has been transitioned to the new Tree Policy. Feedback from public consultation on the new Tree Policy has been reviewed and has not impacted the draft Streetscape and Gateway Policy (**Attachment 1**).

35. Given the low level of significance determined, the engagement level is low. No engagement is required.

Options

36. Staff have assessed that there are three reasonable and viable options to consider. This assessment reflects the level of significance (**see paragraph 51**).

37. The options and summaries of each are set out in the table below:

Options	Considerations
Option 1 (Recommended)	**Approve the revised draft Streetscape and Gateways Policy** Policy is 'fit for purpose', efficient and effective: a. provides clarity around how we make decisions; b. is 'simpler' with one core policy rather than two; c. ease in interpretation with minor changes for clarity and reference; d. the 'principles' demonstrates guardianship and adaptability; e. detail will be moved to a code of practice to provide the guidance needed on known gaps and on best practice; f. the policy and process is more efficient and effective; g. pragmatic and balanced decision making guided by the principles; and h. ensures prioritisation for long-term fiscal sustainability. Stronger guidance for project prioritisation and treatment set by affordability and budget provisions; Elected Member direction and values are reflected and inform decision making. Public interest is known to pertain to the Policy 'implementation' and is 'out of scope' for the policy.
Option 2	**Retain separate policies with no changes.** Current policies (Hamilton Gateways Policy and Streetscape Beautification and Verge Maintenance) without any changes are considered not fit for purpose: a. there is no clear direction to assist decision making; b. does not strongly reflect the need to be fiscally responsible; c. there would be the duplication of information over 2-3 policies; and d. references/ information would be outdated, e.g. MOTSAM (Manual of Traffic Signs and Markings) Policies would not reflect the direction from Elected Members. Gateways don't reflect the change that's occurred over the last 5 years. Limit our opportunity to leverage the development of future Gateways.
Option 3	**Revoke both policies** Revoking both policies would limit Council's ability to: a. prioritise investment in key gateways and streetscapes; b. leverage future development opportunities; c. responsibly manage budgets; d. address and manage known issues related to berm planting (streetscape activities) including the approval required; and e. Does not provide clarity on who is responsible for what.

38. Staff recommend **Option 1**, which is to approve the revised 2025 Streetscape and Gateway Policy.

39. The proposed revised draft policy:

    i. does not materially change a level of service;
    ii. is written to align with the Long-term Plan 2024-34, and
    iii. enables Staff to prioritise within the current budget.

Financial Considerations - *Whaiwhakaaro Puutea*

40. The review of this policy has been covered within existing budgets funded through the 2024-34 Long-Term Plan. The total cost to complete the policy review will be approximately $40,000 - $45,000. There are no unbudgeted implementation costs. The policy helps enable staff to prioritise within current budgets and while it guides investment it does not determine it.Any new priority gateways or priority streetscapes (Not listed in schedule 1 of the revised Policy - Attachment 1) will need to be funded as new projects through the Long-Term Plan process e.g. Dinsdale roundabout.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

41. Staff confirm that staff recommendations comply with the Council's legal and policy requirements.

Risks - *Tuuraru*

42. There is a risk with not approving the new policy as this will result in ongoing uncertainty about how to deal with application for streetscape activities in the berm.

Strategic Considerations - *Whaiwhakaaro-aa- rautaki*

43. Everything we do is aimed at improving the wellbeing of Hamiltonians. Council has been working alongside our community to understand what people in our city want the future of Hamilton Kirikiriroa to look like as represented by our five priorities.

44. The promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future is expressed through Council's key strategies.

45. The proposed recommendation will align with Council key documents, as identified in the Governance Structure, in the following ways:

Significance and Engagement Policy	Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance Given the low level of significance determined, the engagement level is low for the matters presented in this report and no engagement is required at this stage.
He Pou Manawa Ora - Pillars of Wellbeing	The guiding principles from the policy that demonstrate alignment to He Pou Manawa Ora is: i. **Culture and History:** Our Streetscapes and Gateways honour and celebrate the Maaori culture and history of the area; ii. **Nature is prioritised:** We ensure that our Streetscapes and Gateways support sustainable practices, protects biodiversity and values our natural assets; and iii. **Future focused:** We ensure our Streetscapes and Gateways prepare for the future by taking intentional approaches to the planning, design, planting, maintenance and renewals of these spaces are resilient & ready for our changing climate.

	POU ONE: He Pou Manawa Koorero | Pillar of History The policy is clear about ensuring that gateways and their design reflect and value of the local place and seeks to acknowledge and celebrate the unique history of the area. **POU TWO: He Pou Toorangapuu Maaori | Pillar of Unity** The policy sets the expectations for a collaborative partnership with Mana Whenua in the design of the city's future Gateways.
Our Climate Future Te Pae Tawhiti o Kirikiriroa	Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation assessment is required. Staff have determined no emissions assessment is required. We have identified that there will be the following benefits for the environment (including emissions reductions) from the provision of the Policy, from its Guiding Principles and with its implementation. The Guiding Principles from the Policy that demonstrate this alignment are: i. **Nature is prioritised:** We ensure that our Streetscapes and Gateways support sustainable practices, protects biodiversity and values our natural assets; ii. **Future focused:** We ensure our Streetscapes and Gateways prepare for the future by taking intentional approaches to the planning, design, planting, maintenance and renewals of these spaces are resilient & ready for our changing climate.; and iii. **Financially sustainable:** Our Streetscapes and Gateways construction, maintenance and renewals provide long-term value for money. The Policy is written that in its implementation, there are opportunities such as: i. **Encouraging** a review of species selection and maintenance practices—prompting consideration of whether lower-impact or more sustainable options are available; ii. **Highlighting** the importance of selecting 'fit for purpose' species—those that are resilient to climate change, contribute to soil health, and are well-suited to the specific conditions of the planting area, and iii. **Promoting** better coordination of streetscape and gateway improvement works—ensuring these align with planned maintenance and renewal activities to reduce disruption to the travelling public and minimise the need for temporary traffic management.
Disability Action Plan	***GOAL 4 People can get around the city independently and safely.*** The policy outlined in this report places emphasis with ensuring our streetscape planting do not negatively impact people with mobility challenges to be able to safely cross roads to access key services such a public transport and retail services.
Access Hamilton	Staff recommendations support the following outcomes set out in the Access Hamilton Strategy:

	i. **Safe transport system** – safety and harm reduction are the top priority; ii. **Climate Change** – creating a resilient and low carbon transport system; iii. **Enjoyable and Liveable City** – the way we design, plant and maintain our streetscape and gateways can contribute to this; iv. **Environmental responsibility** – our transport system should lessen our negative impacts on the environment; and v. **Inclusivity –** we want to promote a fair transport system that allows all residents and visitors to safely and reliably access their preferred destination based on their individual needs, and that Maaori culture is celebrated and reflected in our Gateways and Streetscape activities.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Streetscape and Gateway Policy.

Attachment 2 - Streetscape Beautification and Verge Maintenance Policy.

Attachment 3 - Hamilton Gateways Policy.

First adopted:	Hamilton City Council City Beautification Policy - 22 February 1994 Hamilton Gateway Policy - 24 February 2010
Revision dates/version:	2 September 2025 Version 1
Next review date:	2 September 2028
Engagement required:	None
Document Location:	XXXXXX
Associated documents:	
Sponsor/Group:	General Manager Infrastructure and Assets

Streetscape and Gateways Policy

Ko te Puutaketanga Purpose

1. The purpose of this Policy is to:
   a) Establish guiding principles for Council's decision-making regarding the beautification and maintenance of Hamilton's streetscapes and gateways,
   b) Identify priority sites for beautification to foster a sense of arrival and reflect Hamilton's unique character, history, natural environment, and cultural heritage,
   c) Outline Council's levels of service for streetscape and gateway development and maintenance,
   d) Ensure that the design and use of streetscapes and gateways promote maintenance efficiency, protect infrastructure and network utility services, and uphold road user safety.
   e) Support Council's broader strategic objectives, including climate resilience, public safety, high-quality open spaces, and sustainable urban growth.

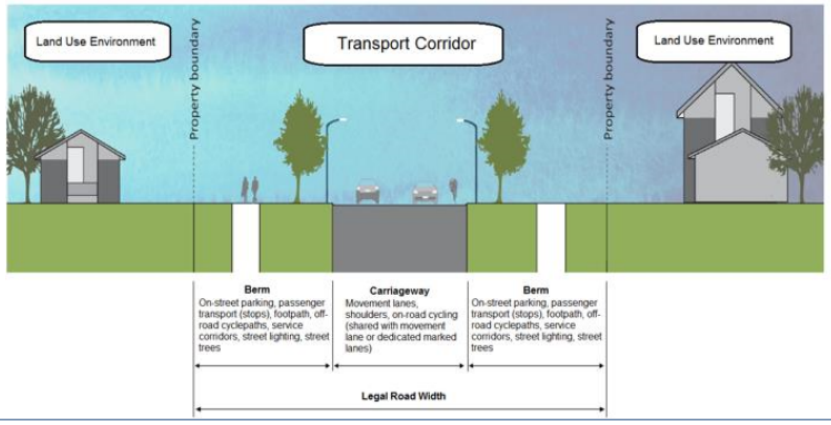
Ko te Whaanuitanga Scope

2. This Policy applies to,
   a) Streetscapes within the transport corridor.
   b) Gateways into and within our city.
   c) Plantings including Trees and/or vegetation on private land that encroaches and/or extends into the transport corridor.
3. This Policy does not apply to,
   a) Any Streetscape that is not the responsibility of Hamilton City Council as the Road Controlling Authority (RCA),
   b) Parks and open spaces, including the river corridor,
   c) Street Trees (these shall be considered under Councils Tree Policy).

Ko ngaa Whakamaaramatanga Definitions

Term	Definition in this Policy
Amenity	Means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.
Berm	That part of a street between the kerb (or edge of seal) and adjoining property boundary which is often grassed.
Code of Practice	Means the 'Streetscapes and Gateways Code of Practice'.
Council	Means the Hamilton City Council and includes any committee, subcommittee or person acting under delegated authority.
Fit for Context	means taking a design approach that is sensitive to the unique characteristics of a site. It involves considering the physical environment, social dynamics,

	cultural significance, and economic conditions to guide appropriate decision-making. This approach recognises that each location has different variations in underground infrastructure, road function, movement patterns, and the value placed on the area all influence what is suitable. A fit-for-context response ensures that streetscape and gateway designs are practical, respectful, and aligned with the identity and needs of the place.
Gateway	Are distinctive locations that mark the entry or exit of a place, creating a strong sense of arrival or departure. They may feature high-quality built form, enhanced streetscape design, landscaping, and elements of cultural storytelling to reflect the identity and significance of the area. For the purposes of this policy, priority gateways refer specifically to the locations identified in Schedule 1.
Infrastructure	Means any activity or structure relating to: • Distribution or transmission by pipeline of natural or manufactured gas petroleum or geothermal energy. • Telecommunication or radiocommunication. • Transformation, transmission, or distribution of electricity. • The holding, transmission and distribution of water for supply. • Stormwater drainage or sewerage reticulation systems. • Beacons and natural hazard emergency warning devices. • Meteorological services. • Construction, operation and maintenance of power-generation schemes. • A project or work described as a "network utility operation" by regulations made under the Resource Management Act 1991. • Any transport infrastructure.
Occupier	The inhabitant occupier of any property.
Open spaces	As defined by the Hamilton Open Space Provision Policy
Other Sites	Streetscapes and Gateways captured by this Policy that are not defined as Priority Sites in Schedule 1.
Policy	Means the 'Streetscape and Gateways Policy' or another policy as defined.
Priority Site	Includes both the priority Gateway and priority Streetscapes location as listed in Schedule 1 of this Policy.
Property Owner	The individual or entity named as the registered owner on the Record of Title.
Road Controlling Authority (RCA)	Means the territorial local authority, agency or approved organisation in control of roads in accordance with section 317 Control of Roads of the Local Government Act 1974. Approved organisation is defined in the Land Transport Management Act 2003.
Streetscape	Means the physical features such as artwork, landscaping, street furniture and other elements that contribute to the appearance or view of a road.
Subject Matter Expert (SME)	An individual with extensive knowledge in a specific field, demonstrated through education, licensure, or professional experience.
Transport Corridor	Means the whole corridor that provides for carriageway, berms and any adjoining pedestrian or cycle paths, landscaping, and lighting, and includes roads and access segregation strips. For State Highways (SH) the extent of transport corridor managed by HCC as the RCA, and is determined by the Memorandum Of Understanding (MOU) with NZTA.

	
Tree(s)	As defined by the Hamilton Tree Policy.
Vegetation	A plant that does not have the potential to grow taller than 3 metres in height and have a stem diameter of, or exceeding, 100mm measured at 1.4 metres above ground.

Ko ngaa Tikanga Whakahaere Kaupapahere Principles of Policy

4. The guiding principles for this Policy are:
   a) Safe and inclusive for all: Our Streetscapes and Gateways enable safe and healthy living and don't pose any unnecessary risks or create barriers to people using our transport corridors.
   b) Integrated and fit for purpose: We manage our Streetscapes to ensure they support form and function of the street (in alignment with our One Network Framework) and the local context.
   c) Nature is prioritised: We ensure that our Streetscapes and Gateways support sustainable practices, protects biodiversity and values our natural assets.
   d) Culture and History: Our Streetscapes and Gateways honour and celebrate the Maaori culture and history of the area.
   e) Future focused: We ensure our Streetscapes and Gateways prepare for the future by taking intentional approaches to the planning, design, planting, maintenance and renewals of these spaces which are resilient & ready for our changing climate.
   f) Financially sustainable: Our Streetscapes and Gateways construction, maintenance and renewals provide long-term value for money.
5. Each of these principles have equal weight, have been used to form the Policy below and need to be considered when making decisions in-scope of this policy.
6. Figure one below shows how the Policy fits into the wider policy context and the documents that set out detail on policy implementation.

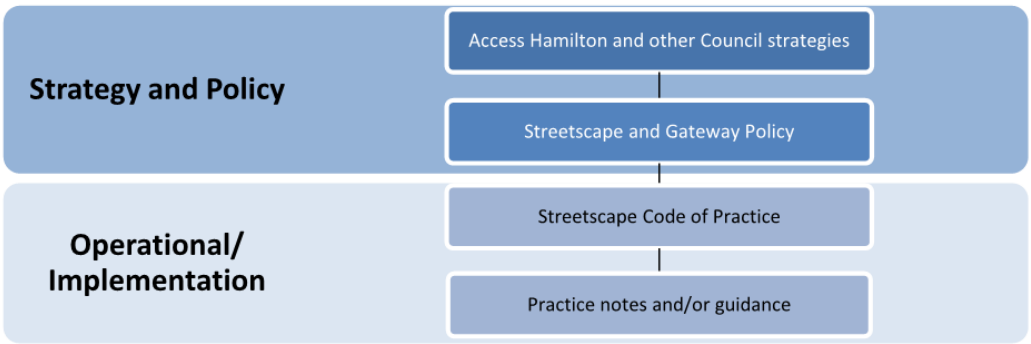


Figure One: *Organisational hierarchy of the Transport Strategy, Streetscape and Gateways Policy, Its Code of Practice, and practice notes for policy implementation.*

Ko ngaa Tikanga Policy

7. To ensure our (Hamilton's) Streetscape and Gateways are 'Fit for Context', all decisions made under this Policy will be assessed against:
   a) The principles of this Policy,
   b) Streetscape Code of Practice and/ or practice notes,
   c) The function of the street (One Network Framework),
   d) Our legislative obligations and requirements,
   e) Planned investment,
   f) Integration with the wider transport network,
   g) The local context,
   h) The long-term costs with maintenance and renewals, including the traffic management requirements.
8. Activities in the Transport Corridor require the approval of the relevant Roading Control Authority (RCA) to ensure decision-making is informed and does not compromise planned investment.
9. Council will ensure that the long-term design, construction, maintenance and renewals for all Streetscape and Gateways are fit for context.

SCHEDULE OF CLASSIFICATIONS

10. To help guide and prioritise investment, there are two classifications that outline the treatment and amenity expectations of our Streetscapes and Gateways. They are:
    a) Priority Sites; and
    b) Other.

Priority Sites:

11. Priority Sites are identified and reviewed as part of the policy review cycle and are listed in Schedule 1.
12. Priority Sites are designed to deliver a high level of amenity and value for money, and may require a higher level of maintenance.
13. Priority Sites are expected to include one or more of the following treatments:
    a) High-amenity landscaping and planting, including seasonal bedding plants.
    b) Public artwork and sculpture.
    c) Built features such as threshold signage.

Other sites:

14. Other Sites will generally have threshold signage but provide a lower level of amenity than Priority Sites and will generally have lower maintenance requirements.

Streetscape

15. No private person or organisation may undertake streetscape activities within the transport corridor without the prior approval of the relevant road controlling authority (RCA).
16. Requests to undertake streetscape activities within the berm are to be made in writing to the General Manager Infrastructure and Assets (or delegate).
17. Any application made by a private person or organisation must contain written approval from the adjacent property owners and/or occupiers.
18. Council will consider and make decisions on all applications under this Policy on a case-by-case basis.

19. Approved applications must comply with any conditions of approval, the requirements of the Streetscape Code of Practice (including practice notes and guidance), and ongoing maintenance requirements.

Council

20. Council will look for opportunities to align any planned upgrade, maintenance, and renewal activities in an effort to reduce repetitive network disruptions, optimise traffic management and take a 'dig once' approach.
21. When there are competing demands for space within the Transport Corridor, and significant vegetation may be affected by an application for works, Council may explore options to minimize the loss of high amenity vegetation.
22. Council will endeavour to maintain streetscape vegetation according to industry best practice. If streetscape vegetation interferes with the operation of Infrastructure (i.e. powerlines, footpaths and roads, street lighting, vehicle access to public areas, traffic signage, road visibility) or public access, Council will take a balanced and pragmatic approach to mitigate the interference.
23. Subject Matter Experts may be requested to provide comment when making a decision on the future of vegetation located within the transport corridor.
24. Council will consider that planting is not fit for context where it meets one or more of the following:
    a) when there is a safety concern;
    b) when planting is causing severe interference with built assets e.g. footpaths, kerb and channel;
    c) when planting is causing interference with Infrastructure or utility services e.g. electricity;
    d) planting is in poor condition;
    e) when planting has a high maintenance requirement & is not a priority site as listed in schedule 1.
25. Where there is planting that (in the consideration of Council) is not fit for context, Council may:
    a) Remove planting in its entirety, or
    b) Remove planting and replant/replace in a more accessible and appropriate location, or
    c) Redesign or re-plant to ensure it is fit for context, more resilient and low maintenance.
26. Council may adjust the maintenance frequency of Priority Sites and Other Sites at any time.
27. Council may remediate unapproved streetscape activities within the transport corridor without prior notification if it poses a safety risk. Council may also seek to recover the costs associated with the remediation.
28. Council will work with its funding partners and key parties to ensure that cross-boundary streetscape or gateway projects are led in a partnership approach with clear expectations on stakeholder responsibilities, and lifecycle planning for all Infrastructure is met prior to construction.

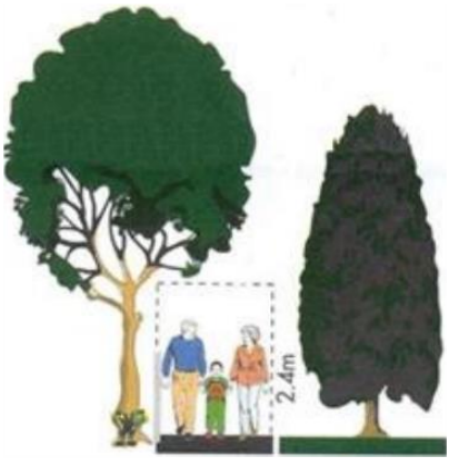
Community/Public

29. The mowing and/or maintenance of any formal gardens including stormwater treatment devices within the carriageway by the public is prohibited.
30. Council expects property owners or occupiers to mow and/or maintain the Berm(s) adjacent to their property, including drainage channels, and/or amenity streetscape activities which have been approved by Council, but excluding stormwater devices[1]
31. Council will maintain Berms only if Site conditions make it unreasonable for the property owner to mow, such as:

[1] Where stormwater management assets (planted swale, rain garden, tree pit etc.) are located within the berm of a property, the owner of the stormwater assets (Council) is responsible for maintaining the vegetation within those assets .

a) Excessive size (exceeding 200m²), or
b) Steep contour of the Berm

32. If a Berm not covered by section 31 is not appropriately maintained, Council may maintain the Berm if it poses a fire or vermin hazard up to four times per year. The frequency of mowing will be at the discretion of Council.
33. The area above the full width of the footpath, to a height of 2.4 metres—including any utility infrastructure such as power lines—must be kept clear of overgrowth from trees, low shrubs, vines, and hedges.



34. Council will notify property owners where an overhanging vegetation issue has been identified, and the owner is responsible for all work required and disposal of any trimmed material. If owners fail to remove the vegetation, Council will remove it and recover the costs associated with completing this work. Where overhanging vegetation is impacting traffic safety, Council will undertake necessary work required without notifying the property owner. Under Council supervision, property owners may be required to remove trees and tall plantings on private land for any purpose, including (but not limited to) causing damage to public services, creating accessibility or mobility barriers, or posing a traffic hazard.
35. The housing of animals (including temporary arrangement) in the urban transport corridor including berm area is prohibited.
36. Where a property owner arranges to excavate or alter the Berms because of work to their property or neighbouring property, the cost of reinstatement of Berm will be met by that owner.
37. When a request is submitted to Council to provide a higher level of amenity within the streetscape, Council will consider at its discretion an agreement to ensure the cost partnership approach to funding Infrastructure for amenity is appropriate.
38. No private structures, fences or retaining walls are to be erected within the Berm (permanent or temporary).

Gateways

39. The design approach and level of service applied to city gateways are determined by their classification and the guidance provided in Sections 10-14.
40. Gateways are not intended to incorporate promotional tools (e.g. pole banners for upcoming events), or billboards (including digital billboards) for commercial advertising.
41. The map showing the location and classification of city gateways is included in Schedule 1.

Council

42. Council may consider developing new gateway sites;
    a) when there are changes to the city boundary; or
    b) changes in road hierarchy; or
    c) changes to New Zealand's tourist highways.
43. When reviewing gateway classifications and locations, the following criteria must be considered:

a) Priority Gateways are typically sites into the city, where the movement of people[2] exceeds 17,500 daily, and are:
   i) Key entry points from the north, south, east and west into the city;
   ii) Entrances to areas within the city that serve as major destinations or hubs, such as the Central City.
b) Other gateways are generally located where the daily movement of people is below 17,500 daily.

44. When developing a new gateway Council will:
   a) explore the possibilities for involving adjoining districts, particularly when the jurisdictional boundary runs along the gateway corridor,
   b) liaise with Infrastructure providers to prevent barriers to long-term development of city gateways and to reduce the impact of existing services by, for example, undergrounding overhead lines.
   c) ensure that the associated ongoing operational costs (including maintenance and renewals) is budgeted prior to the physical works commencing.
   d) Liaise with the relevant RCA to ensure that the gateway does not become a barrier to the current & future function of the corridor (& surrounding area) over the long term development of city gateways.
45. How the Gateway is planted should respond to the specific context but maintain a level of aesthetic consistency in terms of scale, spacing, and the use of underplanting.

Community/ Public Engagement

46. Council will seek to engage and partner with local community and mana whenua over the development of any new or redevelopment of any existing gateway to take a collaborative and locally-led approach to design, which will appropriately embed and celebrate the local values, history and heritage of the area in the design of our Priority Sites to reinforce the distinct character of the area.
47. If the location of a gateway is not on Council owned land or within its jurisdictional boundary then Council will seek to collaborate or partner with the relevant land owner or RCA to secure that gateway and deliver it in a manner that's consistent with this Policy and supporting Code of Practice.

Ko te Aroturukitanga me te Whakatinanatanga Monitoring and Implementation

48. Implementation of the Policy will be monitored by the Unit Director of Maintain and Operate.
49. The Policy will be reviewed in response to any issues that may arise, every three years, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).

Ko ngaa Tohutoro References

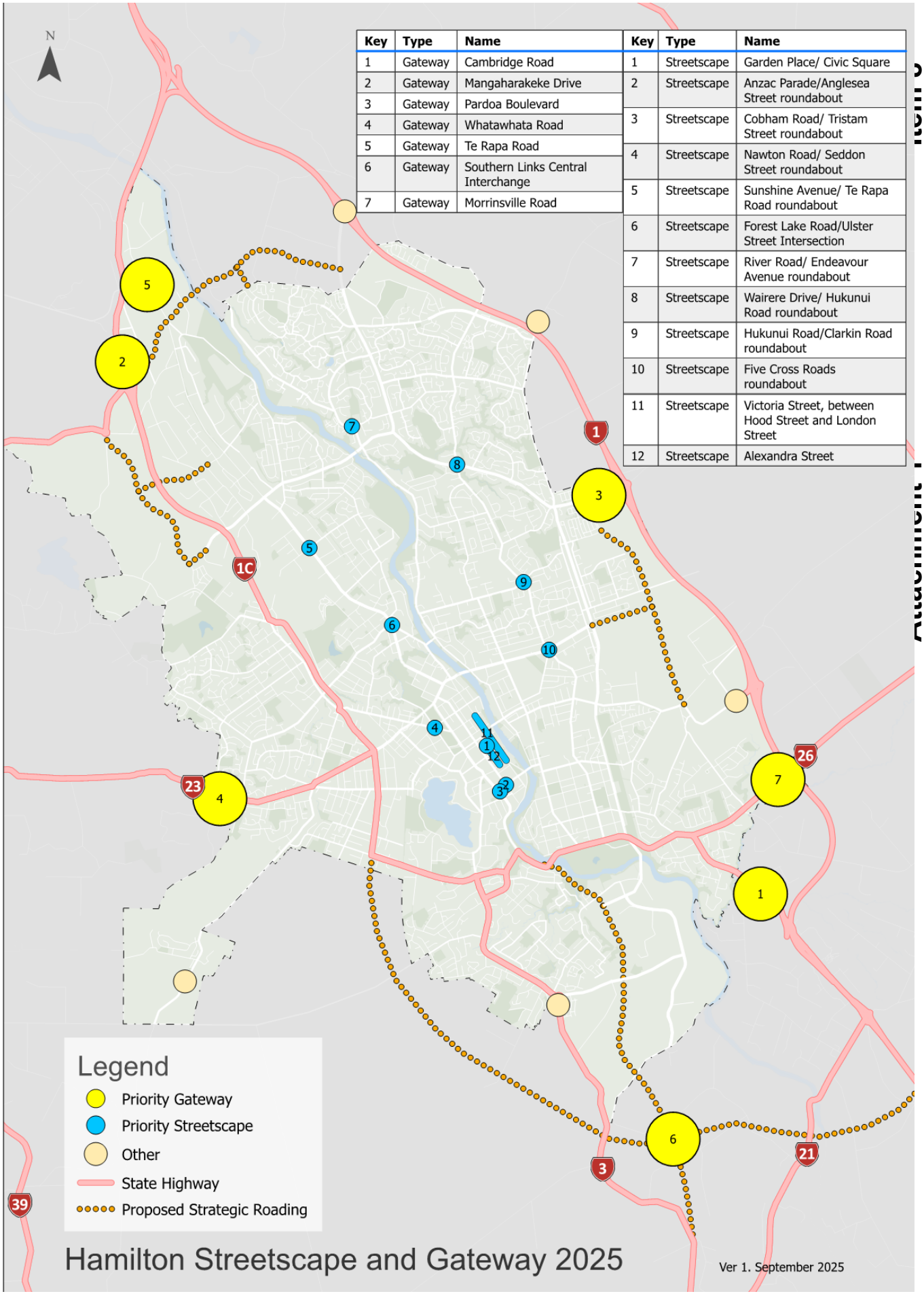
- The Local Government Act 1974 & 2002 (LGA)
- Land Transport Act 1998 (LTA)
- Land Transport Management Act 2003 (LTMA)
- Government Roading Powers Act 1989

[2] The movement of people is measured by the daily bi-directional movement of people on the transport corridor.

- Utilities Access Act 2010
- Hamilton City District Plan
- Hamilton City Council Tree Policy
- Waikato Regional Infrastructure Specifications (RITS)

SCHEDULE ONE – Priority sites

Map Ref.	Priority Gateway *(Can be either a specific site in the corridor that is near the City boundary, or it can be along a section of the identified corridor)*	Location
1.	Cambridge Road (SH 1c)	South
2.	Mangaharakeke Drive (SH1c)	North
3.	Pardoa Boulevard	East
4.	Whatawhata Road (SH23)	West
5.	Te Rapa Road	North
6.	Southern Links Central Interchange	South
7.	Morrinsville Road (SH26)	East
Priority Streetscape		
8.	Garden Place/Civic Square	Central City
9.	Victoria Street between Hood Street and London Street	Central City
10.	Alexandra Street	Central City
11.	Anzac Parade/Angelsea Street roundabout	Central City
12.	Cobham Road/Tristam Street roundabout	City Wide
13.	Nawton Road/Seddon Street roundabout	City Wide
14.	Sunshine Avenue/Te Rapa Road roundabout	City Wide
15.	Forest Lake Road/Ulster Street intersection	City Wide
16.	River Road/Endeavour Avenue roundabout	City Wide
17.	Wairere Drive/Hukanui Road roundabout	City Wide
18.	Hukunui Road/Clarkin Road roundabout	City Wide
19.	Five Cross Roads roundabout	City Wide



Key	Type	Name
1	Gateway	Cambridge Road
2	Gateway	Mangaharakeke Drive
3	Gateway	Pardoa Boulevard
4	Gateway	Whatawhata Road
5	Gateway	Te Rapa Road
6	Gateway	Southern Links Central Interchange
7	Gateway	Morrinsville Road

Key	Type	Name
1	Streetscape	Garden Place/ Civic Square
2	Streetscape	Anzac Parade/Anglesea Street roundabout
3	Streetscape	Cobham Road/ Tristam Street roundabout
4	Streetscape	Nawton Road/ Seddon Street roundabout
5	Streetscape	Sunshine Avenue/ Te Rapa Road roundabout
6	Streetscape	Forest Lake Road/Ulster Street Intersection
7	Streetscape	River Road/ Endeavour Avenue roundabout
8	Streetscape	Wairere Drive/ Hukunui Road roundabout
9	Streetscape	Hukunui Road/Clarkin Road roundabout
10	Streetscape	Five Cross Roads roundabout
11	Streetscape	Victoria Street, between Hood Street and London Street
12	Streetscape	Alexandra Street

First adopted:	22 February 1994
Revision dates/version:	2005, 2012
Next review date:	November 2018
Engagement required:	No engagement required
Document number:	D-1976758
Associated documents:	Street Tree Guidelines, Infrastructure Technical Specifications
Sponsor/Group:	General Manager Community, General Manager Infrastructure Operations

Streetscape Beautification and Verge Maintenance Policy

Purpose and scope

1. To prioritise maintenance efficiency for streetscape and landscaping in the city to achieve quality streetscapes while ensuring essential utility services are protected and road user safety is maintained.

Definitions

Definition	Detail
Street	A transport corridor that provides for carriageway, verge, drainage channels and any adjoining pedestrian or cycle paths and landscaping. Includes public accessways, e.g. street to street, Civic Plaza.
Verge	That part of a street between the kerb (or edge of seal) and adjoining property boundary.

Policy

2. This Policy applies to street plantings in the city. This Policy does not apply to parks and reserves including the river corridor.

3. The priority to be applied to streetscape beautification at sites in Hamilton is defined by the classification set out in Schedules 1, 2 and 3.
   a. Schedule 1 Level 1 Sites: a high level of amenity characterised by a mix of landscaping and planting, including bedding plants.
   b. Schedule 2 Level 2 Sites: a medium level of amenity characterised by a mix of landscaping and planting designed for lower maintenance than Level 1.
   c. Schedule 3 Level 3 Sites: amenity value including planting designed for low maintenance and high resilience.

4. At Council discretion some streets and/or some parts of streets will not be planted because of utility services and access requirements or traffic management requirements.

5. The location and selection of street plantings, including trees, will avoid interference on built assets (e.g. footpaths and drainage channels), utility services and traffic safety (e.g. visibility of signs).

6. Developers will be responsible for street planting in new streets. The Parks and Open Spaces Unit will approve design and implementation in accordance with Council's Street Tree Guidelines and Infrastructure Technical Specifications.

7. To conserve neighbourhood character, appropriate means of conservation will apply to significant trees and tree groups, which may include protection under the District Plan.

8. Council will remove and replace street planting in the following circumstances:
   a. where there is a safety concern
   b. where planting is causing severe interference with built assets e.g. footpaths

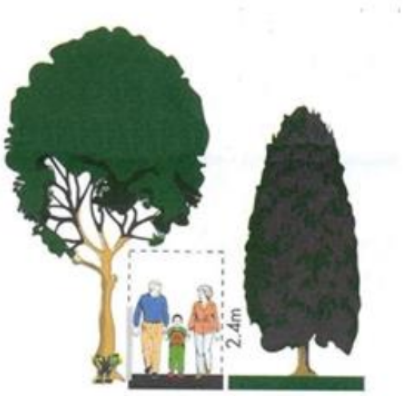
c. where planting is causing interference with utility services e.g. electricity
d. where planting is in poor condition.

9. Council expects owners or residents of properties fronting onto streets to mow and maintain the adjacent verge, including drainage channels and/or plantings, excluding street trees.

10. Council will mow verges only where:
    a. excessive size (exceeding 200m^2) or steep contour makes it unreasonable for the property owner to mow. The frequency of mowing will be at the discretion of Council
    b. the property owner or resident does not carry out the mowing. In these cases, mowing frequency is to be restricted to not more than four times each year and only when there is a fire or vermin hazard as a result of the verge not being mown. The frequency of mowing will be at the discretion of Council.

11. Planting on verges:
    a. Planting on verges will not be permitted without prior written approval from Council and requests to plant verges are to be made to the City Transport Unit.
    b. Requests for approval must have adjoining neighbour support.
    c. Where Council approval is provided, the property owner will be responsible for ongoing maintenance to an agreed standard.
    d. Staff are authorised to remove planting that, in Council's discretion, has not been maintained and to recover the costs associated with completing this work.

12. Property owners will be asked, under Council supervision to remove trees and tall plantings that may cause damage to public services, or may cause a traffic hazard. If owners fail to remove the trees or planting, staff are authorised to remove them and to recover the costs associated with completing this work.
13. The area above the full width of the footpath to a height of 2.4m is to be kept clear of overgrowth from trees, low shrubs, vines and hedges.



14. Council will notify property owners where an overhanging vegetation issue has been identified and the owner is responsible for all work required and disposal of any trimmed material. If owners fail to remove the vegetation, Council will remove it and recover the costs associated with completing this work. Where overhanging vegetation is impacting traffic safety, Council will undertake necessary work required without notifying the property owner.
15. No structures, fences or retaining walls are to be erected within the street or verge.

References

- Street Tree Guidelines
- Infrastructure Technical Specifications
- Hamilton Gateways Policy

Schedule 1 – Level 1 Sites

Central city
Garden Place/Civic Square
Victoria Street between Hood Street and London Street
City Gate
Alexandra Street

City-wide
Anzac Parade/Angelsea Street roundabout
Cobham Road/Tristam Street roundabout
Nawton Road/Seddon Street roundabout
Sunshine Avenue/Te Rapa Road roundabout
Forest Lake Road/Ulster Street intersection
River Road/Endeavour Avenue roundabout
Wairere Drive/Hukanui Road roundabout
Hukunui Road/Clarkin Road roundabout
Five Cross Roads roundabout
Primary City Gateways as outlined in the Hamilton Gateways Policy

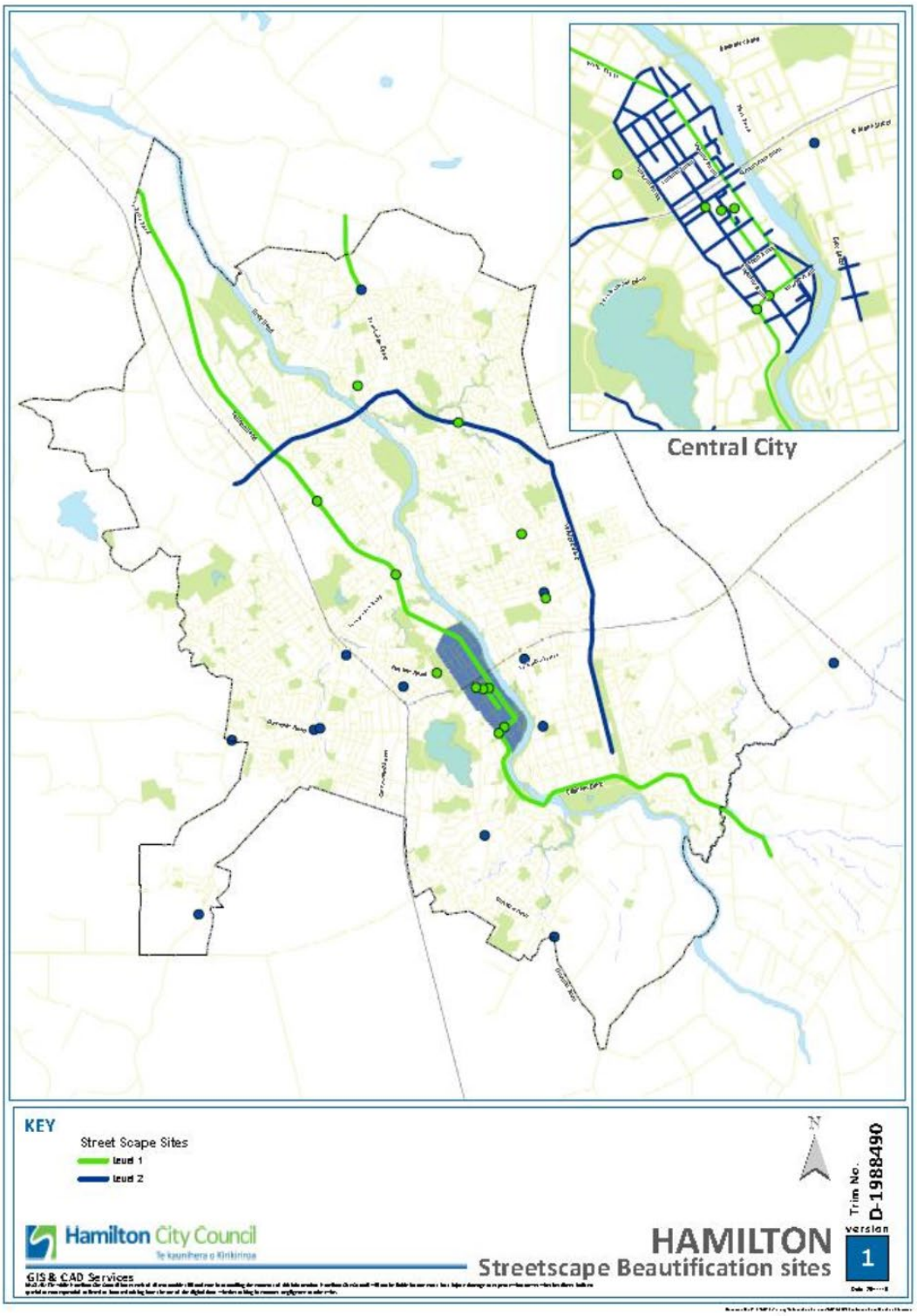
Schedule 2 – Level 2 Sites

Central city
Remainder of central city streets

City-wide
Dinsdale Road/Tuhikaramea Road roundabout
Ohaupo Road/Normandy Avenue roundabout
Nawton Road/Lincoln Road roundabout
Thermal Explorer Highway
Resolution Drive/Borman Road roundabout
Wairere Drive
Te Aroha Street/Grey Street roundabout
Lake Crescent
Western Rail Trail
Frankton Village
Hamilton East precinct
Dinsdale shopping precinct
Five Cross Roads shopping precinct
Secondary City Gateways as outlined in the Hamilton Gateways Policy

Schedule 3 – Level 3 Sites

All other streets and sites


Central City
KEY
Street Scape Sites
level 1
level 2
Hamilton City Council
GIS & CAD Services
HAMILTON
Streetscape Beautification sites
Trim No.
D-1988490
Version
1

First adopted:	24 February 2010 Approved Council – 15th December 2015 – Version 2
Revision dates/version:	
Next review date:	October 2018
Engagement required:	No engagement required
Document number:	D-2099995
Associated documents:	
Sponsor/Group:	General Manager City Infrastructure

Hamilton Gateways Policy

Purpose and scope

1. To identify gateway entrances and routes into Hamilton.
2. Outline levels of service for gateway treatments to create a sense of arrival and reflect the city's character, history, and environment or cultural significance.

Definitions

Definition	Detail
Gateways	Entrances and routes into Hamilton that serve as high profile or high volume gateways.
MOTSAM	Manual of traffic signs and markings (MOTSAM), maintained by the NZ Transport Agency, gives details of approved sign legends, sign symbols and sign layout generally. This manual is being progressively replaced by the Traffic Control Devices Manual.

Policy

3. The design and level of service to be applied to the city gateways are defined by the classification of the gateways as either primary or secondary gateways as set out in the Schedules 1 and 2.
4. The map identifying the location and classification of city gateways is in Schedule 3.
5. The design and levels of service that apply are:
   a. Schedule 1 Primary gateways (Type 1) will provide a high level of amenity characterised by a selection of the following treatments:
      - Landscaping and planting.
      - Public art.
      - Signage, including billboards.
      - Built features.
   b. Schedule 2 Secondary Gateways (Type 2) will provide a medium level of amenity characterised by a selection of the following treatments:
      - Minor planting
      - Signage (i.e. MOTSAM Section 7: Guide Signs).
6. Gateways are not intended to incorporate promotional tools (e.g. pole banners for upcoming events), but billboards may include city promotion.

7. The following design principles will be taken into account in developing Primary gateways (Level 1 gateways):
   a. Public art and/or other built features to clearly signal gateway entry and sense of arrival) that express the uniqueness and identity of Hamilton and the site's history, environment or cultural significance.
   b. The creation of distinctive landmarks through soft landscaping and, where applicable, earth sculpturing may be incorporated to express the local character and/or cultural history.
   c. The use of simple, strong, structured planting to establish a consistent approach across all gateways.
   d. Clear signs.
   e. Tourism options.
   f. Reference to relevant Council documents specified in Schedule 4.
8. New gateway sites will be determined:
   a. as city boundaries change; or
   b. from changes in road hierarchy; or
   c. as speed limit thresholds are extended; or
   d. by changes to New Zealand's tourist highways.
9. The development of new gateway sites will:
   a. establish the city gateway at the new boundary or speed threshold and extend the corridor to that point
   b. explore the possibilities for involving adjoining districts, particularly when the jurisdictional boundary runs along the gateway corridor
   c. liaise with network utility providers to prevent barriers to long-term development of city gateways and to reduce the impact of existing services by, for example, undergrounding overhead lines.

Schedule 1 – Primary gateways (Type 1)

Refer to Hamilton Gateways 2019 Plan No. D-1507602, version 3
Te Rapa Road Cambridge Road
SH1 Resolution Drive
Mangaharakeke Drive SH1

Schedule 2 – Secondary gateways (Type 2)

Refer to Hamilton Gateways 2019 Plan No. D-1507602, version 3
Whatawhata Road SH23
Ohaupo Road SH3 Morrinsville
Road SH26 Tuhikaramea Road
Ruakura Road (link to Waikato Expressway) Greenhill Road
(link to Waikato Expressway) Gordonton Road

Schedule 3 – The map

Hamilton Gateways 2019 Plan No. D-1507602, version 3

Schedule 4 - Reference documents

Street Planting Guidelines Hamilton
Signage Plan
The traffic safety requirements of the City's Transportation Unit and, if applicable consult with the New Zealand Transport Agency (NZTA) during concept development and design.
Hamilton Arts Agenda

Item 9

Council Report

Committee: Infrastructure and Transport Committee
Date: 04 September 2025

Author: Kevin Strongman
Authoriser: Kevin Strongman

Position: General Manager Infrastructure and Assets
Position: General Manager Infrastructure and Assets

Report Name: Infrastrucutre and Assets General Manager's Report

Report Status	*Open*

Purpose - *Take*

To inform the Infrastructure and Transport Committee on strategic infrastructure and transport matters that need to be brought to Member's attention, but which do not necessitate a decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

1. That the Infrastructure and Transport Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

2. The following updates are included in this report:
    i. Regional Transport Committee Update;
    ii. Future Proof Public Transport Subcommittee Update;
    iii. Southern Wastewater Treatment Plant Update;
    iv. Infrastructure Acceleration Fund Update
    v. Resource Recovery Update;
    vi. Update on Trolleys; and
    vii. Central City Short-term parking options.
3. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion – Matapaki

Regional Transport Committee (RTC) Update

4. The Committee last met on 9 June 2025 and the agenda and minutes can be found here.
5. The next scheduled meeting is 8 September 2025.

Future Proof Public Transport Sub Committee Update

6. The last meeting of the Subcommittee was 15 August 2025 and the link to the agenda and minutes can be found here, this was the final meeting for the year.

Southern Wastewater Treatment Plant Update

7. The Project team are underway with the first 4 months of background review workshops, which includes developing the proposed consenting strategy and confirming land use and growth demand assumptions to help inform predicted wastewater flows into the Plant.
8. Workshops have been held with Project Partners to discuss the future land use pattern and staging across the Hamilton, Waipaa and Waikato areas to be serviced by the new Plant. This builds on recent Future Proof population and growth assumptions which New Zealand Transport Agency (NZTA) has used to update the Southern Links Investment case and includes the known Fast Track applications that sit in the SL1 growth cell, and the Waikato Regional Airport development. Sensitivity testing around timing and staging of this growth is also being considered.
9. The Communication and Engagement Plan is being finalised to programme the anticipated engagement with surrounding landowners, stakeholders and the broader public. Due to the intergenerational nature of a project of this size, there will be an additional focus on engaging with a younger audience, and strategies to attract Rangatahi and youth into the infrastructure sector are being developed.
10. Landowner engagement in the vicinity of the site continues. The Project website is now live and together with face-to-face engagement, the website will be an important place for landowners and the public to keep updated on the Project as and when information is made available. There is high interest in the Plant by local residents.
11. Noting the strategic priority of this Project and interest to IAWAI, the team are preparing a briefing to the new entity in the coming weeks.

Infrastructure Acceleration Fund Update

12. Following the Elected Members briefing on 6 August, staff recommend that the proposed design direction be formally regarded as the scope for the Central City Reservoir project.
13. During the briefing, staff presented public feedback from the second Have Your Say engagement, which outlined a range of preferred design elements. These elements were identified as important mitigation measures to address both the loss of reserve land and the broader impacts associated with the reservoir infrastructure.
14. Staff have assessed these design elements and confirmed that all components proceeding will be included within the scope of the Infrastructure Acceleration Fund Agreement. Accordingly, these elements will be fully funded by Central Government.

Resource Recovery Update

Interim Report on Kerbside Collection Barriers

15. As part of our commitment to report back to the committee by the end of the triennium, the Resource Recovery team has conducted a desk-based study investigating barriers to kerbside collection engagement in Hamilton City.
16. During the study, we drew upon comparative data and experiences from other councils. We identified a significant gap in usable data including our own that could substantiate the barriers faced by Hamilton residents.
17. To address this, and to ensure a robust and evidence-based conclusion to our study, we have engaged Versus Research to undertake targeted community engagement. Their survey will capture feedback from a sample group of 500 residents, selected to represent the diversity of our community.

18. The output for this project will be a written report on the survey findings. Based on the questionnaire outline we anticipate that the report will cover the following areas:
    i. perceptions of the current kerbside system;
    ii. perceptions of additional disposal options, i.e., Hamilton Organic Centre and refuse recovery centre;
    iii. challenges with the current system;
    iv. profiling and segmentation of kerbside users, i.e., who is the system working for and who is it not working for; and
    v. conclusions and recommendations for future recycling and waste options.
19. Where appropriate, staff will also compare this year's results to those from previous surveys, and the desktop research.
20. It is expected that this report will be available early next triennium and will be presented to a future committee.

Update on Trolleys

21. The Resource Recovery Team continue to explore options for dealing with abandoned shopping trolleys across Hamilton City. Engagement with local retailers has taken place to identify what mechanisms they have for the retrieval of abandoned trolleys (or trolley's leaving the premise).
22. Feedback has been varied with some retailers taking a proactive approach to having regular collections, while others lack systems or incentives.
23. Following the 30 April 2025 Council meeting, it was resolved *that the Council determines (Option A of the staff report) that Waste Management and Minimisation Bylaw 2019 is the most appropriate mechanism for addressing issues relating to the management of antisocial behaviour in public spaces.* This was in part to investigate mechanisms under this Bylaw around the use of and dumping of trolleys.
24. Staff have commenced investigations into how the Bylaw can be used to support this and will report back to Council early in 2026.

Central City Short-Term Parking Options

25. Staff have been undertaking a review of on-street short-term parking options around the Central City. This piece of work will conclude September/October 2025.
26. Early indications are some additional car parks can be safely installed; however, they will need to be formalised through the Traffic, Speed Limit and Road Closure Hearings Panel in early 2026.
27. Due to limited staff resources, no work has been undertaken on off-street short-term parking options yet. However, investigations have commenced on the usage of the small Caro Street carpark adjacent to the Municipal Building.
28. There is already public use of this carpark; four spaces for EV charging and three mobility parks. The remaining spaces in the car park are used daily by service vehicles attending to operational and maintenance matters in the building, as well as building control and trade vehicles requiring parking for project work.
29. Sourcing alternative parking for these vehicles requires a more extensive look at current parking availability and usage in the immediate area surrounding the building. Staff will examine this as part of planned on-street parking arrangement changes for Caro Street rather than a piece of work in isolation.

Legal Considerations - *Whaiwhakaaro-aa-ture*

30. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.

Risks – Tuuraru

31. There are no known risks associated with the decisions in this report.

Strategic Considerations - *Whaiwhakaaro-aa- rautaki*

32. Everything we do is aimed at improving the wellbeing of Hamiltonians. Council has been working alongside our community to understand what people in our city want the future of Hamilton Kirikiriroa to look like as represented by our five priorities.
33. The promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future is expressed through Council's key strategies.
34. The proposed recommendation will align with Council key documents, as identified in the Governance Structure, in the following ways.

Significance and Engagement Policy	Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance. Given the low level of significance determined, the engagement level is low. No engagement is required.
He Pou Manawa Ora - Pillars of Wellbeing	Staff have considered He Pou Manawa Ora and determined that there are no specific or relevant outcomes applicable to this report.
Our Climate Future Te Pae Tawhiti o Kirikiriroa	Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. a. Staff have determined no adaptation assessment is required. b. Staff have determined no emissions assessment is required.
Disability Action Plan	Staff have considered the Disability Action Plan and determined that there are no specific or relevant outcomes applicable to this report.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Public Excluded Minutes 24 July 2025 C2. Paper Road Land Swap and Sale - Hutchinson Road	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out negotiations	Section 7 (2) (i)

N

Key

- City Gateways As At 2019
- City Gateway Route
- Thermal Explorer
- Existing City Boundary
- Waikato Expressway
- Mangaharakeke Drive (SH 1)
- City ring road (Various Road Names)
- Strategic road network
- Proposed Strategic Roading
- Central City

-TAUPO
-HAMILTON(CITY CENTRE)
-NEW PLYMOUTH
Primary Gateway
-CITY CENTRE
-TE RAPA
-HAMILTON (ROTOTUNA)
Primary Gateway
Borman Road
Resolution Drive
Gordonton Road
Waikato Expressway
-TAUPO
-HAMILTON (CHEDWORTH)
-AUCKLAND
-CITY CENTRE
Te Rapa Bypass (SH1)
-CITY CENTRE -NEW PLYMOUTH
Te Rapa Road
Wairere Drive
The Base
INTEC
-AUCKLAND
Zoo
Avalon Drive (SH1)
Boundary Road
Fifth Ave
-CITY CENTRE
Accommodation Precinct
Claudelands
Waikato Stadium
-CITY CENTRE
Mill Street
Anglesea
Founders Theatre
Seddon Park
University of Waikato
Secondary Gateway
-CORMANDEL PENINSULA
-CITY CENTRE
Whatawhata Road
Massey Street
Greenwood Street (SH1)
Tristam Street
Hamilton Lake
Morrinsville Road (SH2)
Secondary Gateway
City Gateway proposal from NZTA in the near future
Cobham Drive (SH1)
Hamilton Gardens
Waikato Hospital
-CITY CENTRE
- COROMANDEL PENINSULA
-TE AWAMUTU -NEW PLYMOUTH
Primary Gateway
-CITY CENTRE
- COROMANDEL PENINSULA -AUCKLAND
Ohaupo Road (SH3)
Secondary Gateway
-ROTORUA -TAUPO
Secondary Gateway
Air Port

Proposed City Gateway Types

Primary Gateway

- Primary Gateway will provide a high level of amenity characterised by a selection of the following treatments.
  - Landscaping and Planting
  - Public art
  - Signage, including billboards

Secondary Gateway

- Secondary Gateway will provide a medium level of amenity characterised by a selection of the following treatments.
  - Minor planting
  - Signage (i.e MOTSAM Section 7 : Guide Signs)

Hamilton City Council
Te kaunihera o Kirikiriroa

City Gateways 2019

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Plan No. D-1507602